

8

THE

RAILWAY CONDUCTOR.

VOLUME X.

1893.

CEDAR RAPIDS, IOWA.



H. 3940.  
INDEX.

**A**

A. & P. Trouble, The.....	167
Abijah's Fourth of July.....	269
Advantages of Organization.....	455
Another Accident.....	433
Ann Arbor Strike, The.....	249
Ann Arbor Decision, The.....	278
Ant as an Engineer, The.....	256
Assessment Notices .289, 339, 392, 442, 493.	545
"Auxiliary, The".....	255

**B**

Balance of Power, The.....	131
Baltimore & Ohio R. R. Schedule.....	63
Beating a Corporation.....	309
Birthday in Autumn, A.....	414
Block Signals.....	267
Blue and the Gray, The.....	52
"Boycott." The.....	208
Broken Celebration, A.....	305
Brotherhood Home, The.....	25
Bureau of Information.....	52
By Express.....	445-495

**C**

Card of Thanks, A.....	114
Caught On.....	268
Cause of the Present "Hard Times" and the Remedy, The.....	361
Chesapeake & Ohio R. R. Agreement.....	197
Chicago, Milwaukee & St. Paul R. R. Sched- ule.....	200
Chicago & Northwestern R. R. Schedule....	103
China Wedding.....	22
Comment.....	300, 370, 421, 475, 522
Compulsory Arbitration.....	406
Conductor not Responsible, The.....	273
Conductors Organize.....	133
Confederation of Labor Organizations.....	4
Congress of Trades Unions.....	515
Conservative Protection.....	315
Conquered Banner, The.....	226
Cosmos of Religion, The.....	427
Counter Thoughts.....	144
Coupler Legislation.....	119
Cure of Disease by Suggestion, The.....	269

**D**

Dangerous Fallacy Pointed Out, A.....	416
Dark Career, A.....	338
Days Gone By.....	526
Death of General Manager Mellen.....	329
Decoration Day.....	190
Defence of the Schipka Pass, The.....	215
Directory—January, February, May, June, July, September.	
Discouraged Industry, A.....	418

**E**

East Tennessee, Virginia & Georgia R. R. Schedule.....	227
Editorial—35, 118, 161, 206, 243, 271, 310, 364, 415, 469, 513.	
Elections.....	26-53
Employing Conductors and Brakemen.....	101
Engineers Win, The.....	171
Eve of Decoration Day, The.....	214
Everything Else Rising.....	436
Example to Young Men, An.....	268
Exchanges—33, 116, 211, 247, 269, 340, 378, 434, 481, 536.	
Expensive Economy.....	470

**F**

"Falling Star, The".....	338
Farmer and Railway Legislation, The.....	50
Federation.....	113-177
Federation Meeting, The.....	37
Feet Too Small.....	146
Fireman at the Ball, The.....	63
Flirtation.....	147
Force of Habit.....	414
Fragment, A.....	321
Formal—18, 53, 107, 148, 180, 236, 260, 322, 384, 428, 478, 527.	
From the German.....	49

**G**

Guyver, J. E.....	338
Gathering June Roses.....	258
Georgia Central Case, The.....	206
Grand Old Order, The.....	374
Government Department of Railways, A.....	206
Grade Crossing, The.....	314

# THE RAILWAY CONDUCTOR.

3

Grandpa Bly.....	258
"Greatest Thing in the World, The".....	317
Growing Menace, A.....	417

## H

Happy New Year.....	9
Has a Man the Right to Quit.....	364
He Had Nerve.....	4
He Knew Columbus.....	131
Hint, A.....	334
Hints on Grace and Beauty.....	226
His Staff.....	106
Hodges, Mrs. C. P.....	220
Homely Hints for Housekeepers.....	11
How They Grow.....	330

## I

I Climb to Rest.....	224
Immigration Problem, The.....	356
Impressions.....	3
Industrial Vortex, The.....	297, 347, 400, 451, 502
Ingersol on Strikes.....	262
Injunction Again, The.....	433
Inspection and License Laws.....	132
Interesting Exhibit at the World's Fair, An.....	214
Invasion of Canada, An.....	77
Invention of the Steam Whistle, The.....	278

## J

Jack Sterling a Hero.....	113
Joppa to Jerusalem.....	47
Knoxville & Ohio R. R. Schedule.....	227

## L

L. & N. Settlement, The.....	387
Labor's Latest Contest.....	516
Ladies—9, 71, 91, 141, 190, 218, 254, 317, 374, 425, 477, 531.....	
Ladies' Auxiliary Entertain, The.....	93
Ladies' Auxiliary Meets.....	218
Laugh and the World Laughs With You.....	257
Leave Something for Young America.....	419
Legal—6, 97, 188, 233, 290, 384, 483, 539.....	
Lehigh Valley Strike.....	516-524
Lesson Worth Heeding, A.....	368
Lew Is Dead.....	238
List of Delegates.....	222
Little Elf, The.....	414
Little Will.....	10
Logic of Socialism, The.....	504

## M

MacMahon, Thos. B.....	111
Make It Unanimous.....	52
Memphis & Charleston R. R. Sched.....	27
Mentions—38, 74, 121, 158, 209, 212, 282, 311, 388, 437, 488, 541.....	
Michigan Central R. R. Schedule.....	230
Might Is Right.....	130

Milwaukee, Lake Shore and Western R. R. Schedule.....	265
Milwaukee & Northern R. R. Schedule.....	200
Misspelled Tail, A.....	195
Mistake Corrected, A.....	375
Mobile & Birmingham R. R. Schedule.....	227
Modern Submarine Torpedo Boats.....	89
Monotonous Variety.....	1
Month in Review, The.....	472

## N

Nameless Grave, A.....	62
Natural vs. Artificial Socialism.....	462
Necessity for Uniformity in Car Couplers.....	136
Need of the Hour, The.....	368
New Line of Attack, A.....	469
New Philosophy, A.....	420
New Railroad Association, The.....	21
Night on the Limited, A.....	127
North and South Line Again, That.....	383
Noshi and the Morning-Glory.....	436
Notes on Correspondence.....	377

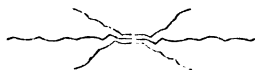
## O

Obituary—41, 75, 126, 170, 248, 292, 342, 393, 443, 494, 546.....	
---	--

### OBITUARY.

Asher, Brown, Farrell, Fitzgerald.....	41
Harst, Johnson, Lehan, Milton, Ramsey, Wright.....	42
Ingalls, Lucas.....	75
Rogers, Starr.....	76
Crawford, Curtis, Daniels, Defries, Guilfoyle, Harter, Holland, Ireland, Mott, Reid.....	126
Bowersock, Cole, Crooker, Dodson, Moore, Wall, Woodlock.....	170
Hurty, Monahan, Moore, Price.....	248
Finlay, Fitzgerald, Fox, Matthews, Mimms, Scanlon, Templeton.....	292
Burgle, Jenks, Ledwith, Rupert, Shafer, Strome, Watts, Webster, White, Woodlock.....	342
Beals, Covert, Cunningham, McIntosh.....	393
Morris, Ramsey, Ritch, Walters, Woodcock.....	394
Cherry, Close, Kitts, Thompson.....	443
Broderick, Ford, King, Sigal, Stiles.....	444
Cheely, Davis, Kendricks, Oaks, Pfeiffer, Sage, Simons, Woodruff.....	494
Brinkerhoff, Corcoran, Davis, Happersett, Neff.....	546
"Oh, Why" Goat, The.....	213
Oh, Why Should the Spirit of Mortal Be Proud.....	9
Old Christmas.....	532
"Old Timers".....	303
"Old Timer" An.....	208
Only Sowing Wild Oats.....	319
Only the Best Will Serve.....	415
Open Letter, An.....	190
Order of Train Dispatchers, The.....	36
Original Poem by Mrs. N. D. Hahn.....	220
Our Benefit Department.....	310
Our Christmas.....	92
Our Familiars.....	51
Our Heroes.....	538

Our New York Letter.....	359, 402, 467, 511	Solution of the Railroad Labor Problem, A.....	5
Our "Home".....	100	Song of Fall Time, A.....	468
Our Legislative Law.....	244	South Carolina R. R. Schedule.....	16
Our Sons and Daughters.....	95	Souvenir Spoon, A.....	241
Owners of the Universe, The.....	217	St. Joseph & Grand Island R. R. Co. Schedule.....	15
<b>P</b>		St. Louis Southwestern R. R. Schedule.....	137
"Pause and Dispassionately Reflect".....	274	Strength in Union.....	410
Pennsylvania Company and Employes Organizations, The.....	35	Strikes.....	156
Poor Black Chicken, The.....	255	Sunday Musings On the Inner Man.....	194
Praise.....	145	Sunday Railway Traffic.....	513
Preferred Charges.....	252	Sunshine for the Robins' Song.....	476
Preparing for the Immense Traffic Incident to the World's Fair.....	106	Sweatshop, The.....	90
Prevention the Best Aid.....	416	Sweeten Life with Kisses.....	144
Progress Vote.....	223	<b>T</b>	
Promotion of Firemen and Hiring Engineers.....	134	Tissue Paper Party, A.....	12
Proportional, or Minority Representation... ..	453	To Edwin Booth.....	253
<b>R</b>		Toledo Decisions, The.....	161
Railroad Safety Appliances.....	349	To Prevent Train Robbing.....	54
Railroads—15, 63, 100 134, 196, 227, 263, 328, 386, 432, 486, 533.		"Tramps".....	145
Railroader's Meeting, The.....	380	Trouble on the Clover Leaf.....	264
Railroader's Thanksgiving, A.....	479	Trout Fisherman, The.....	215
Railway Legislation.....	120	True Love, A.....	293, 343, 395
Railway Age and Labor Organizations, The.....	118	Twenty-fourth Grand Division, The.....	243
Report, Railroad Employes' Home.....	186	Two "Ins".....	43
Returned to Life.....	424	<b>U</b>	
Returning to First Principles.....	312	Unbelief.....	224
Richmond & Danville R. R. Schedule.....	203	Unbiased Opinion of "Scabs," An.....	515
Rising Generation, The.....	268	Use Every Safeguard.....	367
Russian Treaty, The.....	207	<b>V</b>	
<b>S</b>		Valedictory—Old Management.....	271
Salutatory—New Management.....	271	Vision of the Old and New, A.....	254
"Sam" Strike, The.....	119	<b>W</b>	
San Antonio & Aransas Pass R. R. Agreement.....	196	"Walking Delegate," The.....	208
Schoolmarm's Story, The.....	14	Weak Excuse, A.....	471
Seasonable Blessings.....	224	What Doesn't Get Away.....	147
"Seniority" Clause, That.....	265	What Is Socialism.....	301
Service of the Rain.....	321	What to Do with the Few Dishonest Conductors. A Problem to Many Lines.....	102
Situation, The.....	365	Wheels and Wheels.....	414
Socialism vs. Individualism.....	298	Wise Policy, The.....	314
Socialism vs. The Single Tax.....	404	Woked Up Wight Out of a Dweam.....	190
		Wolcott Balestier's Colorado Novel.....	51
		Woman's Dress.....	147
		Worthy Charity, A.....	369





JAN. 1893

OL. X.

# THE RAILWAY CONDUCTOR

## •• CONTENTS ••

Miscellaneous .....	1
Legal .....	6
Ladies .....	9
Railroads .....	15
Fraternal .....	18
Exchanges .....	33
Editorial .....	35
Mentions .....	38
Obituary .....	41

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## MONOTONOUS VARIETY.

Speaking of the monotonous round of a woman's life, who was her own housekeeper, one day to a conductor, a lady remarked: "Your life has so much variety you do not feel the monotonous."

Was that true? Let us reason together.

There are circles, circuits, gamuts and scales; all limited; traveled often enough, they become wearisome and monotonous. The Methodist minister has frequently his circuit, likewise the judge, to travel. People of fashion their circle; conductors their human variety. The minister finds, as does the judge, nearly the same gamut of human weakness and wickedness. One tries to prevent, the other to punish, until, startling as weakness and wickedness may be to many, to them it becomes monotonous. Fashionable people find the scale of popularity so uniformly affected by money they know when a person will be "found wanting" if "weighed in the balance." Conductors find the human variety in public, from long contact, monotonous.

"The circle of perpetual apparition" around the elevated pole within which the stars never set would become wearisome, in time, to the most enthusiastic astronomer. So, too, "the circle of perpetual occultation" around the depressed pole within which the "stars never rise," would become monotonous to the same astronomer in time, while each circle presents a different phenomena, wonderful in its own sphere.

If a circuit is "space within a circle or certain

limits," the patient housewife travels a circuit monotonous.

A circle may encompass the globe, or be only "A company bound by a common tie."

The latter "circle" is the one that makes monotonous variety for the conductor.

The "common tie" of said "company," the traveling public, is to annoy, consciously or otherwise, the conductor by their "variety," which is only "A difference between individuals." This difference, so often, being without distinction, it can but to him become monotonous.

### THE VARIETY

To be met with upon all trains, perhaps the most universal kind that travels is the

### MONOPOLIST.

The man, and woman, too, for that matter, who immediately upon entering a coach first turns, or tries to turn, a seat that they may monopolize more than they are entitled to, and coldly stares at any late comer who fails to get one seat because they hold two, is a rank monopolist, astonishing but monotonous to the conductor.

Would any gentleman or lady enter a hotel parlor and monopolize two or more chairs if other guests stood waiting? Would any lady put her feet upon the opposite chair or sofa in a public parlor and thus monopolize them? Modesty forbids. What modesty forbids in a hotel parlor, devoted to the use of the public, should also obtain in a passenger coach devoted to the same. Startling as it may be to some, it does not,

and this class of variety is common to the conductor who meets them daily; ladies who are too modest to lift their skirts high enough to clear the mud in crossing the street, in a coach, as a monopolist, will hold the opposite seat at the expense of modesty, and with much display of feet and ankles, sometimes none too delicate or attractive to any one save a chiropodist.

Another so-called variety often met is

#### THE TEASER,

Who, for his own amusement, withholds or pretends to have no transportation. It must be for his own amusement, for no other passenger is amused, and the conductor naturally grows vexed at the teaser's ill-timed fun. Would he do this at a hotel or store—pretend he had nothing to pay with after contracting for goods or service? Only the conductor meets this variety until very monotonous.

#### FUSSY PASSENGERS

Are just as common, though more tolerable than the teaser. The habit is partly acquired through selfishness and partly constitutional. Minor details, almost impossible to remedy in a public gathering such as compose a railway list of passengers, are complained of, haggled about, and harped upon. "Too much or too little ventilation;" "too much dust;" "too long stops;" "too quick starts;" "the wheels make too much rumbling;" "the rails click too loudly;" "the engine whistles too sharply," etc., are some of the matters that furnish food for "fussers."

#### APPREHENSIVE PASSENGERS.

Some people when traveling are always fearful the conductor will neglect his business, or the engineer will forget to stop at the station where they wish to alight. Regardless of the fact that the time-card says when they may expect to arrive, at every whistle, and despite the fact the brakeman has announced "the next station is Browntown," they ask the conductor, "is this Smithville, my station? don't carry me by." Watching for "landmarks," if seen before the station is called, "Smithville," they cry, "conductor, that's my place to get off." When off, they confidentially tell friends who meet them they "were afraid of being carried by." A loose joint makes them cry, "off the track!" A high bridge or tunnel makes them cry, "accident!" Very amusing, but monotonous.

#### THE VOLUBLE PASSENGER.

A variety who tells the conductor where he is from, where going to, how long since he was there, when coming back; about his family, business and intentions—is more endurable than the others mentioned, yet monotonous to the conductor.

#### THE INQUIRING PASSENGER.

One must be a walking encyclopaedia to satisfy him, and possibly may fail then. After tormenting a conductor till almost endurable, he will settle back with a sigh of satisfaction, saying, "I thought so;" or, "I want to know?" or, "is it possible?"

One night a train killed a polecat, the odor of which permeated the train very strongly. In the sleeper was one of the "inquiring" kind—an old lady. She called for the porter. "Porter," she said, noticing a spot of oil on the carpet in the aisle opposite her berth: "Is it that oil spot that smells so strongly?"

"No, ma'am."

"What is it, porter?"

"A skunk, ma'am."

"How long will it last, porter?"

To the porter inquirers and polecats were each monotonous. To kill them was common—not the inquirer, but polecats—so he replied, "he could not say."

"Send for the conductor, porter."

The conductor appears at her summons.

"How long will this fearful odor last?"

"Can't say, madam."

"How long do you think it will last?"

"Not long, madam."

"Can't you do something?"

"I am taking my share."

#### THE POSITIVE MAN.

He knows it all. He has been over the line a month or a year since. He took notes then. The change for Crosstown is made at Brickville Junction. He tells an old lady who has asked the conductor and been told to change at Brickville for Crosstown. Her apprehension is thereby increased. Fearing "them railway fellers are careless and don't tend to their business," she keeps her seat at Brickville, until the brakeman insists she change there for Crosstown. She refers to Mr. Positive, who says the change was made there *last year*. He also knows the law about tickets, stop-overs, etc. The conductor should feel very small in such a presence, but the variety being so common he don't mind him.

#### THE SPECULATIVE PASSENGER,

Man or woman, is met daily. Upon the theory that all is fair in defrauding a railway, "he never buys a ticket—always pays the conductor." Then tries to bargain for "rate at cash" prices. She will then have a fifteen-year-old girl or boy without a ticket on the chance of escaping for half fare for *cash*. If compelled to pay full fare the little (?) boy or girl lengthens out wonderfully when no more necessity exists, to *seem* small. As witness the following:

Little Girl (?)—"Did you have a ticket for me, papa?"

Papa—"Yes, my dear."

L. G.—"A whole ticket?"

Papa—"Yes, my dear."

L. G.—Then I will straighten up."

In explanation papa said "she was used to travelling on a half ticket, and was just past twelve, and *very tall for her age*"

The conductor meets legions of little (?) boys and girls, "very tall for their age."

#### THE STORY TELLER.

Solomon said "There was a season for everything," among others "A time to laugh." Truly, Solomon was a wise man, and when the story-teller button-holes the conductor and repeats a story heard by him perhaps fifty times, at its close it is time to laugh, but he can't laugh honestly. So, to keep the story-teller good-natured, he laughs "on time," mechanically. So often repeated, he sometimes touches the button at the wrong time, causing the story-teller to say, "you have heard this before." Which he dare not admit.

#### THE PARVENU.

When people know when they get the best and ask for it, it is some satisfaction to see them get it, for they appreciate the fact that they are getting the best. But there is a class upon trains, frequently, who do not know when they get the best, and fearing some one else will discover their weakness, they treat everything with contempt. Unused to genteel surroundings at home, their attempt to act in a genteel way away are too transparent, especially to the experienced conductor. Nothing is good enough for them. The finest coach and most superb sleeper is, to them, "very inferior," until the conductor, in mock humility, uncovers in their presence and thinks the modern Midas shows his asses ears as plainly as did the original who had his turned into such for claiming the god Pan superior to Appollo in song.

#### CRITICAL PASSENGERS.

The "Kicker" is such a common variety he is very monotonous to the conductor. It is not because he is not used to good things at home, or does not know better, but because his disposition runs that way. He is known in the hotels, at home, abroad—everywhere. His wife knows him too well. Merchants despise him. Cashiers hate him, and clerks endure him. The conductor meets him daily, looks upon him as a necessary evil in his calling—needed for disciplining his temper—and thinks him a very poor variety, indeed, and very monotonous.

#### THE APPRECIATIVE PASSENGER.

An old story runs of a young lady who accidentally pushed against a street waif and instinctively

"begged his pardon." The waif, taking off his apology for a hat, replied: "You are the first person who ever begged my pardon, mam, and you can have it."

Perhaps I am the first person who ever begged a lady or gentleman to pardon them for mentioning them as such. But the appreciative passenger is so rare, or so rarely makes known their appreciation, I must beg pardon for saying as a variety they are not monotonous. They will receive attention from servants, clerks, waiters and policemen with "thanks," while from train employes they accept them with indifference, or demand them arrogantly; therefore, when a lady or gentleman, in spite of the fact that they are talking to a conductor, are still lady and gentleman, he appreciates them very much and utters an inward prayer, if permitted to pray, for more of their kind, and soon points them out to the brakeman as such, with the injunction to "show them every possible attention consistent with his other duties."

I do not mean to say the other variety are not ladies and gentlemen, but their disguise in their other capacity subordinates their claim in the conductor's eyes. Having listed the variety, that by repetition has grown monotonous to the conductor of much experience, I close with the declaration, however startling in themselves they may be to the untraveled, they are tame to the conductor who devoutly wishes for more of the last and real variety.

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#### Impressions.

BY S. E. F.

A face "not striking" so say we,  
We might say "very  
Or quite ordinary,"

Yet holding a strange subtlety  
For its counterpart,  
Whose magnetic chart  
Points to it as their destiny.

A face to me "one in the throng,"  
While for you "all space  
Contains but that face,"  
To gain the thought of makes you strong,  
And with right good will  
You think you could kill  
Who balks you, deeming it no wrong.

A face to you with trained eye taught,  
"Is inexpressive  
And now progressive,"  
My passing glance a something caught  
That appealed to me  
So impressively,  
I knew my fate must there be sought.

## Confederation of Labor Organizations.

Organization is the first step in the emancipation of labor, and that is going forward satisfactorily. It is a prudent estimate to say that three millions of men and women are now marching under the banners of organized labor. The confederation of these organizations is now, more than at any previous period, enlisting the attention of the individual organizations, and the outlook for such a consummation is cheering. That confederation is essential to the protection of labor is one of those self-evident truths which is weakened by introducing proof. The present demands it, but as yet the demonstrations of opposing forces have not been such as to convince all "leaders" of its supreme necessity. It was the "Sumpter gun" that aroused the north from its lethargy, and labor is destined to listen to decrees which will sweep away objections as the wind scatters straws. Labor is not unobservant of the fact that capitalists are constantly forming alliances to secure, as they assert, reasonable returns for their investments, and these alliances in numerous instances have been pronounced flagrantly at war with the public welfare; and laws have been enacted to put an end to some of these piratical combinations—notably the interstate commerce law, and still later the law against trusts.

Was it worth while to enact such legislation, and also to look into the character of the men against whose methods of enrichment the laws are intended to interpose as barriers? Such inquiries have placed before the country hidden facts which have aroused universal alarm. It was proved that the purpose of those who controlled vast amounts of money was to enrich themselves regardless of the rights and welfare of others; that capitalists who usually rank as the highest type of American citizen, pillars of society and church, distinguished in finance and commerce, the aristocracy of character and those qualities of head and heart which writers and talkers delight to dignify as the hopes of the country, organized alliances for the purpose of multiplying their millions by methods which the highest lawmaking power of the nation condemns by statutes with severe penalties attached. It is such things that have prompted labor to organize for its protection and to resist encroachments upon the dearest rights that ever aroused men to resistance.

Labor is conversant with all the facts relating to the character of the forces against which it is required to contend. It has seen press and pulpit enlisted in the ranks of its enemies. It has experienced in ten thousand ways the dominating power of wealth; and in its investigations for

means of retrieval has decided upon organization, a movement which means vastly more than the enrollment of men in the numerous orders now conspicuously before the country. It means education, study, intellectual equipment for impending struggles to maintain independence and the dignity of American citizenship.

The more advanced members of these labor organizations believe that the *ultimathule* of organization is confederation. The power which confederation would confer is regarded as indispensable, and as discussion proceeds obstacles will disappear. The difficulties in the way of confederation are entirely foreign to the question of the necessity of the compact, and relate chiefly to the adjustment of the laws and regulations under which the confederated body would act. In this I refer more particularly to the organizations of railroad employés.

In taking a broader view of the labor field it is equally evident that confederation is steadily gaining powerful advocates. I am not disposed to be fanciful; the subject does not invite impracticable theories—organization is an admitted power, and confederation multiplies that power indefinitely. In organization the victories and defeats of labor, though by no means balanced, bring to the front the fact that with confederation labor would be invincible. The dawning of the Christian era was ushered in by the shout, "Peace on earth." Peace has not come, nor can it come, while labor is shorn of its just dues. It is possible to have a peaceful revolution by the fiat of the ballot; it is possible to prevent war by being prepared for war; and it is possible to enthronize justice for labor by the confederation of labor organizations.—*Eugene V. Debs, in the American Journal of Politics.*

## He Had Nerve.

Once in a while a "tenderfoot" on the plains isn't just what he appears to be, and now and then a bluffing cowboy mistakes coolness for cowardice. Jack Frazier, talking to a *Colorado Sun* reporter, tells this interesting story of De Mores, which occurred soon after he began ranching in Wyoming:

"Well, it is not much of a story, but it's an illustration of a man's nerve and quick thought. I was in the cattle business in 1885, and became acquainted with De Mores in Denver in the month of May. He was a very polite man, but rather inclined to be offish, as we say in the west. About a month after I met him at Barlow's ranch, about twenty-five miles from Cheyenne. He was mounted on a vicious broncho and he appeared to have a good deal of trouble to keep his seat. A couple of cowboys who had been loading up on tangle-

foot were whooping and howling in front of Barlow's shanty when the marquis drove up. Their ponies were tethered, and they were running foot races, and for no reason on earth yelling like Comanches in a war dance. They began to guy the marquis on his horsemanship. He made no reply, but kept on talking to me. Finding that he could not be provoked that way, one cowboy, nicknamed 'Broadback Morris,' because of his unusually broad shoulders, began to show the Frenchman how to ride. His companion followed his example, and in a couple of minutes were circling around the marquis, firing off their Winchester and using the most insulting language. Whether the marquis understood what they meant I don't know. At all events he rolled a cigarette and lighted it. 'Drop that, you tenderfoot,' roared Morris, pulling up his mustang with a jerk; 'drop that, or I'll clip it out of your mouth.' At the same moment he lifted his Winchester.

'De Mores half way turned in his saddle, took a deep inspiration and blew out a cloud of smoke. As it cleared away the cowboy took deliberate aim and fired. The cigarette was sent flying in fragments. Before I knew what had happened scarcely De Mores had drawn his long barreled French revolver from his belt and pulled the trigger. The Winchester dropped out of Morris' hands. He had been shot through both wrists. The howl he let out could have been heard a quarter of a mile. The other cowboy was then on De Mores' flank. As soon as he saw him pull his gun he grabbed his rifle, but had not time to raise it before the marquis fired a second time, just as his broncho gave a lunge and a buck. The bad man tumbled off with a bullet in his shoulder. It might have been meant for the head for all I know.'

"What did the marquis do then?"

"He rolled another cigarette, lighted it and continued the conversation."

#### A Solution of the Railroad Labor Problem.

It is a recognized fact that the relations between railroad employes and their superior officers are, at times, strained to the utmost limit of endurance, and those who close their eyes to this fact, whether they be the employe or the employer, are indeed bereft of reason, or afflicted with a blindness born of a desire to shut out from their perception that which is continually forced before both parties in question.

That such extreme tension does exist is proven by the various strikes and disturbances which occur from time to time on the many railway systems of our country. Admitting the existence of these disruptions and disturbances, no one who is an observer of daily events can controvert the statement. The question now arises, is there not a cause for this strained relationship, and is there not a remedy for the existing state of affairs?

Having had this matter brought forcibly before me on account of my long and close connection with the railroad men of our country, I have made a careful study of the question and have ar-

rived at the conclusion that there is some cause for complaint on the part of the employe, and there is also a remedy for the existing evil.

The young man who enters the service of a railroad corporation, enters into a new sphere of life. The business is one peculiar to itself, and in starting, the ambition of youth does not allow him to see any point to which he may not aspire in the calling which he has chosen; but he has a hard lesson to learn, and does not proceed far in the new path before he awakens to the fact that he has a hard road to travel. He finds, in the first place, that the positions that of right should be given to those who commenced at the foot of the ladder are too often given to the favorites of some one in authority, and as the places are filled, ambition on his part to advance wanes in proportion as the opportunity to advance decreases. Sooner or later he will come in contact with the petty tyranny of some of the legion of lesser officials, and in turning to look for a friend, he finds that he stands alone. Such has been the experience of thousands, and as there appeared to be no future before them, and driven to desperation by petty oppression and injustice, the railroad employes of the country have formed themselves into societies and organizations for the purpose of remedying, by united action and co-operation, that which, as individuals, they could never hope to accomplish. And here I assert that the railway organizations, as they now exist, have been forced upon the employes by the representatives of the railway corporations.

In these organizations, however, the conservative element is largely in the majority, and seek to settle all matters in dispute by peaceable measures. In many instances of late the cause of strife between the employes and the corporation has been the refusal of the company's representatives to confer with their men on matters of vital importance to both parties concerned.

There is a solution to the railway problem of to-day, and, as it has been adopted with success in the west, I submit a solution to the problem, for which I may be criticised by both parties in question.

The main cause of the present condition of affairs is the existing uncertainty, and if instead of the railroad companies waiting until they are waited upon by the various committees, they would draft an agreement as to hours, wages and promotion, and call the various committees into consultation, and agree upon a fair and impartial settlement of the disturbing questions, the representatives of the organizations would guarantee that each individual member of their order would live faithfully up to the agreement thus made, and the uncertainty which exists in the minds of all at the present time would be removed.

If you question the success of such a plan, I answer by referring you to the roads on which such arrangements have been made and where the officials and employes are working in the most perfect harmony. What has proven a successful solution to the perplexing question in one section of the country is certainly worth a trial in another, and I venture to assert that the standard of railroad employes will be advanced far more by such a plan than by compulsory relief associations which deprive their members of their individuality as American citizens.—G. Boardman in *The Railroad Employee*.



*Misrepresentation Regarding Age—Forfeiture—  
Waiver—Fraternal Insurance.*

Action by plaintiff, as beneficiary, against the defendant association to recover on a beneficiary certificate of membership issued to alleged members, now deceased.

It appeared in evidence that the applicant represented himself to be only 60 years of age, when in fact he was at least 61 years of age. The trial court gave defendant judgment, and from a reversal of a motion for a new trial plaintiff appealed.

*Held, 1.* That where nothing appears in the constitution of the order forbidding an insurance upon a life beyond the age of 60, yet the real age is material, and the evidence indicating that the custom and habit of the order not to accept a member after the age of 60 was sufficient.

2. Where a member of such benefit society has made false statements as to his true age, the fact that pending an investigation of the matter by the society, which investigation is carried on with reasonable diligence, and results in his expulsion, assessments are levied against and paid by him, does not constitute a waiver upon the part of the society of its right to expell him for his false statements, where, up to the time of his expulsion, the society had no legal proof that his age had been falsely and fraudulently stated

*Preuster vs. Supreme Council Order Chosen Friends.* N. Y. Ct of Appls. Oct. 11, 1892.

*Insurance Interest—Change of Beneficiary—Separation of Husband and Wife.*

On March 24, 1879, John C. Sabin became a member of the interpleading association and took out a certificate of insurance for \$2 000, and designated that the amount be paid to Ella A. Sabin, his wife, at his death.

On August 8, 1882, Ella A. Sabin, became a member of the Bath Mutual Endowment Company, and procured a certificate therefrom payable to John C. Sabin, her husband, in case of her death

The husband, John C. Sabin, delivered his

certificate to his wife, Ella A. Sabin, who was named as beneficiary therein, and the wife, Ella A. Sabin, delivered her certificate to the husband John C., who was named as beneficiary therein, each intending that the benefit would be paid to the survivor.

In May, 1883, the husband and wife separated by mutual consent, and thereafter never lived together. The husband paid the dues and assessments on both certificates until the separation took place. The husband then took possession of the certificate issued upon his life without her consent, and she the certificate issued on her life without his consent.

Afterwards, the husband, John C., resolved not to keep said certificate in force for the benefit of the wife, and so informed respondent, but expressed a desire to remain a member of the organization. It was then agreed between Sabin and A. S. Phinney, who were in no wise related, that Phinney should pay all subsequent costs and that a new certificate should be issued payable to him on the death of Sabin. The original certificate with an indorsement thereon, was surrendered and a new certificate issued and made payable to Phinney, instead of Ella A. Sabin. Thereupon Ella A. Sabin surrendered her certificate and took out another payable to her representatives.

John C. Sabin was a railroad employé, and suffered an injury by accident which terminated his life soon after.

The wife and respondent Phinney both claiming the benefit. The money was paid into court.

*Held,* That where a mutual benefit order was organized under the laws of 1877, c 74, wherein it is provided that the beneficiary fund shall be paid to any person named by deceased while living; and the by-laws of the order place no limitation on the person to whom certificates shall be payable. Hence, the beneficiary need not have an insurable interest in the life of the insured.

*Held,* That under a by-law of such order, providing that a member holding a beneficiary certificate may change the beneficiary at any time, the beneficiary acquires no vested interest in the

fund payable at the death of the member.

*Sabin vs. Phinney, et al*, N. Y. Ct of Appls. Oct. 1, 1892.

NOTE:—A few states have special statutes concerning the policy of paying insurance money to beneficiaries having neither relationship or creditor's claim upon the insured. The supreme court of Pennsylvania holds it to be against public policy and good morals to recognize such investments. Only the amount of indebtedness and costs of maintaining the certificate with interest can be recovered, the residue goes to the insured's representatives, notwithstanding the by-laws provides that the benefit shall be paid to such person as the deceased member may have while living directed.

*Employment of Incompetent Servant—Notice to Company—Train Dispatcher.*

1. In an action against a railway company for the death of a train servant, caused by the negligence or incompetency of one of defendants telegraph operators, evidence that the operator was not qualified for the place. *Held*, Not sufficient to charge the company, where it does not appear that it knew, or by reasonable diligence could have known, of such incompetency.

2. *Held*, That knowledge by a chief train dispatcher of the incompetency of a station agent and telegraph operator employed by the same company, but without authority on the part of the dispatcher to hire or discharge such servants, cannot be imputed to the company. Hence no recovery can be had.

*Reiser vs. Pennsylvania Co.*, Pa. S. C., Nov. 11, 1890

NOTE:—It will be observed that the court was forced to distinguish a former decision of like character wherein it held that a train dispatcher, vested with the power and authority of moving trains, of changing the schedule time, or making new schedules, as regards the employes engaged in moving trains is a *vice principal*, and not a fellow servant, and in case of an injury resulting to an employe in consequence of his negligence, the company is liable.

*Lewis et al Receivers Ry Co. vs. Seifert*, Oct. 3, 1887.

*Mutual Benefit Endowment Insurance—Good Standing—Suspension—Payment of Overdue Assessments Just Before Death.*

On December 30, 1889, deceased received notice of an assessment, the payment of which was required within thirty days under penalty of being *ipso facto* suspended from membership. Between that date and the time of his death, the insured received six other notices and requests of a like character, being other distinct assessments, the last of which bore date of July 23, 1890. The amount of these assessments was \$9.50. The de-

ceased's council had, from time to time, paid from its treasury to the Order the amount which it thus from time to time called upon the deceased to pay. On the 29th day of August, 1890, there was due from him to said local council, dues and assessments amounting to \$14. On the evening of said day about 8 o'clock, the wife of deceased called at the secretary's home and paid to the secretary's wife the sum of \$14, and received a receipt for it the next day. The next morning (Aug. 30, 1890) the member died. The Order had no knowledge until after his death that he had neglected to pay his assessments as above stated.

Section 8 of the by-laws provides that "any member of any council who fails, neglects, or refuses to pay" his assessments "for thirty days after notice, etc., shall be *ipso facto* suspended from the Order, and can only be reinstated by vote of the board of directors, and upon such conditions as the board may direct and determine."

Subsequently section 3, of article 1, of the by-laws was framed. By its express provision a member who "at the time of his demise was not indebted to his council for moneys paid on his account by said council to the Order," is a member in good standing, "for the purpose of claiming endowment." Nothing is said about suspension or non-suspension, or reinstatement, or anything else save the one requirement of non-indebtedness.

Therefore, in view of the two sections, the principal question was, whether he was a member in good standing for the purpose of claiming the fund at the time of his death. The court ruled that he was not and gave defendant judgment. Plaintiff appealed.

1. Where the rules of a society provided that on death of a member in "good standing" the Order should pay to his beneficiary a certain endowment; that a person should be deemed in good standing, for the purpose of claiming endowment, who at the time of his death was not indebted to his council; that failure to pay an assessment within thirty days should operate as a suspension of the member; and that no suspended person should, during suspension, have any claim of any description whatever against his council or the Order, nor be entitled to any of the privileges of membership.

*Held*, That the endowment could be recovered where the deceased member was not indebted to his council, though he had not had his suspension removed for failure to pay assessments within the prescribed time.

*Held*, That while the rules of the Order provide that mere payment of back assessments shall not effect a reinstatement, this does not prevent pay-

ment thereof, so as to entitle the beneficiary to the endowment as provided in section 3 of article 9. And in the absence of any rule to the contrary the payment may be made by the beneficiary. Judgment reversed.

*O'Grady v. Knights of Columbus.* Conn., S. C., Sept. 15, 1892.

*Note:* Courts are inclined to construe rules requiring prescribed forms of reinstatement rigidly. It is not equity, that, on account of some slight lapse of memory, or temporary absence, or temporary inability to pay, a member might be practically suspended before he was aware of it, and, although all dues and assessments were paid, death might ensue before proceedings for reinstatement could be instituted, or even pending such proceedings. When the end and purpose of such order is to aid its members and not to save or make money out of the misfortunes of members, if no indebtedness appears, the matter of reinstatement will not and, ought not to deprive the beneficiary of the endowment where the law expressly says: "Who, at the time of his demise was not indebted to his council is a member in good standing for the purpose of claiming endowment." It has also been held that a secretary's wife may be considered his assistant when the law provides for an assistant to the secretary if one is needed. Hence, in this case, payment to the wife at their home where no office was maintained, would be payment to the secretary and council. See *Anderson v. Order Chosen Friends* N. Y. C. A., Oct. 4, 1892.

#### *Train Service—Charge of Negligence—Contributory Negligence.*

In an action to recover damages for an injury resulting in the death of a passenger, where the complaint charged negligence upon the part of the carrier and its servants in not assisting the passenger to alight safely.

The proofs showed conclusively that the train was in motion, having just departed from the station, and that others attempted to alight in front of the deceased and were thrown to the earth.

*Held,* That a passenger who alights from a moving car, after seeing one immediately in front of him fall in getting off, is guilty of contributory negligence, and the carrier is not liable for his injuries. *Brown v. Barnes, Rec'r A legheny Ry. Co.,* Penna. S. C., Oct. 31, 1892.

#### *Master and Servant—Negligence—Assumption of Risk—Riding on Pilot.*

This action was brought by the widow of a railway employé against the defendant company to recover damages for his death, alleged to have been caused by the negligence of the company in failing to keep a watchman at the crossing of a public road.

The evidence showed that the plaintiff's hus-

band was riding on the pilot of the engine drawing the train upon which he was in service; that at a certain crossing the engine collided with a sprinkling wagon and plaintiff's husband was killed.

The trial court gave plaintiff judgment and defendant appealed.

*Held,* That a railway employé who travels several times daily for a number of years over the line at a place where it is crossed by a public road, and must therefore know the danger of collisions with vehicles at the crossing because of freight cars obstructing the view, and takes his place upon the pilot of an engine, assumes the risk of collisions, if he makes no complaint to the company in regard to the crossing, and the necessity of keeping a watchman there. Judgment reversed. *Rumsey et al v. Delaware, L. & W. Ry. Co.,* Penna. S. C., Oct. 3, 1892.

#### *Train Service—Passenger—Acceptability—Evidence—Credibility.*

1. A common carrier is bound to accept as passengers, and carry all persons, unless some lawful reason exists for excluding them from the trains, and the fact that a person presents himself at a station and is permitted to enter a car, and does enter for the purpose of being carried from such point to another station upon the line of the road at which the train stops, makes him a passenger, and he is entitled to be treated as such.

2. It is error to refuse to instruct the jury that if they find, from the evidence, that a witness who has testified is a person of bad moral character, they should consider that fact in determining what weight they will give his evidence, when such instruction is applicable to the evidence. *O. & M. Ry. Co. vs. Croucher,* Ind. S. C., Oct., 1892.

#### *Carrier And Passenger—Soiled Ticket—Explanation of Passenger—Duty of Conductor—Damages.*

Where a passenger is rightfully upon a train with a ticket to his destination, which is genuine but somewhat soiled or changed in its general appearance, it is the duty of the conductor to hear explanations of the passenger of the condition of the ticket and consider them in connection with the ticket for the purpose of determining the rights of the passenger, and if the conductor refuses to do so and demands the fare, or that the passenger shall get off if it is not paid, and thereby subjects the passenger to humiliation and shame in the presence of others, the passenger is entitled to damages therefor.

*Chicago & Eastern Illinois Railroad Co. vs. Conley,* Ind. S. C., Nov. 2, 1892.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

### Happy New Year.

One month of the New Year, 1893, has passed away. Its joys, sorrows, successes and defeats have been met each to pass on and leave the coast clear for succeeding days, events. I said defeats; it is according to what definition we read it with, whether I mean it or not. If read as failure I say no. There is in life to my mind no such thing as failure—ultimate failure.

"He nobly does, who nobly dares,"  
When trials sore oppress;  
Whose perseverance naught can shake.  
Though failure follows in his wake,  
His "failure is success."

Does the child fail to walk at last, even though it fall a thousand times in its learning how? It is the disposition, not the known results, that counts.

If the whole world, individually, could comprehend the truth of this, and act in accordance with their knowledge of it, what "known" rapid strides towards the fulfillment of every holy aspiration would mark our progress. *Eleven* months to try in this year, for those of us who are spared to see them. Let us work with the same faith the "toddling darlings" of our hearts possessed, though we fall a thousand times from our hill of aspiration, up and at it again.

"To him who cometh will the crown be given,"  
not to those who have the least to overcome.

Oh, Why Should the Spirit of Mortal Be Proud.  
Oh, why should the spirit of mortal be proud?  
Like a fast-flitting meteor, a fast-flying cloud,  
A flash of the lightning, a break of the wave,  
He passeth from life to his rest in the grave.

The leaves of the oak and the willow shall fade,  
Be scattered around and together be laid;  
And the young and the old and the low and the high,  
Should moulder to dust, and together shall lie.

The infant that a mother attended and loved,  
The mother, that infant's affection who proved,  
The husband, that mother and infant who blessed:  
Each, all, are away to their dwellings of rest.

The maid on whose cheek, on whose brow, in  
whose eye,  
Shone beauty and pleasure her triumphs are by,  
And the memory of those who have loved her and  
praised,  
Are alike from the minds of the living erased.

The hand of the king that the scepter hath borne,  
The brow of the priest that the miter hath worn,  
The eye of the sage and the heart of the brave,  
Are hidden and lost in the depths of the grave.

The peasant whose lot was to sow and to reap,  
The herdsman who climbed with his goats up the  
steep,

The beggar who wandered in search of his bread,  
Have all faded away like the grass that we tread..

The saint who enjoyed the communion of heaven,  
The sinner who dared to remain unregiven,  
The wise and the foolish, the guilty and just,  
Have quietly mingled their bones in the dust.

So the multitude goes, like the flower and the  
weed,

That wither away to let others succeed;  
So the multitude comes, even those we behold,  
To repeat every tale that has often been told.

For we are the same that our fathers have been,  
We see the same sights that our fathers have seen;  
We drink the same stream, and we feel the same  
sun,  
And run the same course that our fathers have  
run.

The thoughts we are thinking our fathers would  
think;  
From the death we are shrinking, our fathers  
would shrink;

To the life we are clinging our fathers did cling,  
But it speeds from us all like a bird on the wing.

They loved, but the story we can not unfold;  
They scorned, but the heart of the haughty is cold;  
They grieved, but no wail from their slumbers will  
come;

They joyed, but the tongue of their gladness is  
dumb.

They died—ay ! they died ; and we things that are  
now,

Who walk on the turf that lies over their brow,  
And make in their dwellings a transient abode,  
Meet the same things they met on their pilgrimage  
road.

Yea, hope and despondency and pleasure and pain,  
Are mingled together in sunshine and rain;  
And the smile and the tear, the song and the dirge,  
Still follow each other like surge upon surge.

'Tis the wink of an eye, 'tis the draught of a  
breath

From the blossom of health to the paleness of  
death,

From the gilded saloon to the bier and the shroud;  
Oh, why should the spirit of mortal be proud?

—William Knox.

#### Little Will.

A great crowd of people had gathered around  
A small ragged urchin stretched out on the  
ground

In the midst of the street; and some cried, "For  
shame!"

And others, "Can any one tell us his name?"  
For that poor little body now bleeding and still,  
Was all that was left of once bright little Will.

A great heavy cart had come rattling that way  
Where Willie and others were busy at play,  
And the poor little fellow now stretched on the  
stones,

Seemed only a mass of bruised flesh and crushed  
bones.

But still there was life; and the kind doctor said,  
"We must take the child home and put him to  
bed,

He must have all the care we can possibly give,  
And it may be the poor little fellow will live."

But alas for poor Willie, he had no nice home;  
He lived in an alley, in one little room;  
And his poor mother, working from earliest light,  
Had often no supper to give him at night.

But joy for poor Willie! for not far away  
From the place where all bleeding and shattered  
he lay,

Is a very large house standing back from the  
street,

With every thing round it so quiet and neat,  
Which many good people had built in His name  
Who healed all the sick, when from Heaven He  
came;

And who promises blessings that ever endure  
To those who shall comfort the sick and the poor.

So there in a room, large and cheerful and bright,  
Little Willie was laid on a pillow so white,  
The walls with bright pictures were covered all  
o'er;

Will never had seen such a clean place before.  
Long rows of small beds with small tables be-  
tween,

The coverlids white, and the beds painted green;  
And so many children, all sick, but so bright,  
Will almost forgot his great pain at the sight.

But the poor little boy suffered terrible pain  
When the good surgeon came to examine again  
Those poor little limbs; and he said that next day  
He must bring his sharp knife and cut both legs  
away.

Oh how could he bear it? Oh what should he do?  
So small and alone, he could never get through.  
And then he knew well that he never could run  
And play with the boys as before he had done.  
Poor Willie! he felt that in all that great city,  
There was no one to help him and no one to pity.

It was night; in the hospital ward all was still,  
Save the low moans of anguish from poor little  
Will.

When a dear little girl in the very next bed  
Turned round on her pillow and lovingly said,  
"Little boy, what's the matter; are you very ill?"  
"O yes," said poor Willie, "and what is worse  
still,

The doctor is going to hurt my legs so  
To-morrow; I never can bear it, I know."

"But Jesus will help you," said dear little Sue,  
"He suffered and died, you know, Willie for  
you."

The child was astonished and thus made reply:  
"Why, Susie, who's Jesus, and what made him  
die?"

"Oh, Willie! how sad; I thought every one knew.  
You don't go to Sunday school; isn't that true?"

"No, I never have been," the boy made reply;  
"But tell me of Jesus, and what made Him die."  
"Well, Jesus," said Susie, came down long ago,  
Because He was sorry we all suffered so,  
And would be so naughty. And He was a child,  
Just as little as we, but so gentle and mild.

And when He grew up, He went all through the  
land

And he healed all the sick with a touch of his hand;

And he took little children right up on his knee—  
Oh, Willie, I wish it had been you and me.

But soon cruel men taught Jesus one day  
And beat Him and mocked Him and took Him away,

And nailed Him with nails to a great cross of wood.

Oh, wasn't it hard, when He'd done them such good?

How He must have loved us to die on the tree."

"Then if He is dead how can He save me?"

"Why, I'll tell you," said Susie; "though now He's in Heaven,

In the Book He has left us a promise is given.

That whenever we want Him He'll come to our aid.

I'm so sure that He loves me I'm never afraid.

I know that He comes to this hospital here;

And though folks can't see Him they feel He is near.

I know for I've tried it again and again,  
He helps us bear sickness and sorrow and pain."

"Oh, how good!" said the boy with a long, thankful sign.

"But I am so small that He might pass me by;

So I'll put up my hand, just so He can see,  
Then He'll know that I want Him, and come right to me."

When the bright sun peeped in on that little white bed

The hand was still raised, but dear Willie was dead!

The sad look of pain was gone from his face,

And the sweetest of smiles had taken its place;

For far off in Heaven, that beautiful land,

Kind Jesus had seen little Will's lifted hand;

The smile on his face Jesus' kissing had given,

And he waked in the morning with Jesus in Heaven.

Dear friends who have read this sweet story, you see

That trusting in Jesus will save you and me.

Oh that all who of Jesus' great mercy have heard,  
Would, like dear little Willie, Take Him at His word.

M. L. V. W.

*Editor Ladies' Department.*

Although the ladies here in Marion are not regularly organized, still there is a sisterly feeling among them, and all are ready, at any time, to lend a helping hand to further the interest of the "boys."

Early last spring, we decided on a plan to bene-

fit at least a portion of them, and our expectations have been more than realized.

Some of us having on hand many odds and ends of clothing, which, while they could no longer be utilized as such, still presented possibilities to our frugal eyes. So we proposed to the others to make a rag-carpet; yes, a regular old fashioned rag carpet, for the Railroad Men's Home in Chicago.

Some objections were raised at first. It was such a departure from the usual plan of getting money. Visions of fairs, bazars, etc., where impossible fine cushions, impracticable aprons and other extravagant trifles could be disposed of, were more alluring than this scheme. which seemed to present no brighter outlook than the meeting once a fortnight of several, probably uncongenial people, to sew on "those old rags," every one wishing that "some one" would propose giving up making the carpet.

But happily these gloomy forebodings were all dispelled, and we all felt that not the least enjoyable days of the summer, were those on which we gathered at one of the ladies' homes and transformed those seemingly endless chains of despised rags into neat, bright balls, ready for the weaver.

During those long afternoons when many hands made light work, we laughed and talked, learning to know each other better and enjoying each afternoon better than the last.

Our satisfaction reached its height when we met one evening for a social time and disposed of that carpet for nearly \$11.00, which we decided would be more acceptable than the carpet, which might not fit any room in the home.

Now, any of you who are puzzled about just how to raise some money for this or a similar worthy object, just take my advice and make a rag carpet.

JENNIE B.

#### Homely Hints for Housekeepers.

A regular bread pan, with cover, is among the luxuries of a kitchen. If you have never seen one made purposely for bread, call at your hardware store and ask to see one. Having used one once you will not try to keep house without one.

Are you troubled with chapped hands? Rinse them thoroughly in milk (that is, rub them thoroughly in a little milk) often after washing them. Milk is healing and supplies the pores with oil.

A stove can be made to look nicely the most of the time if wiped over the surface with paper, thoroughly, after each meal; also, finish up the blacking process with the same effort. When papers are plentiful in the house, one will find this an easy way to do.

By the way, if you contemplate a new cook stove, look at the "Ranges," before buying. Would not trade ours for two common stoves.

When cleaning lamps, it is found to be a good plan to (as often as once a week) put the burners, wicks and all, in an old pail, covering them with kerosene oil, letting them stand a few minutes, then wiping on a soft cloth. Burners treated in this way from the first, keep bright much longer than if washed in water.

Powdered sugar can be used in a great many labor saving ways that other sugar cannot. Coconut or chocolate frosting can be made easily by taking the amount of sugar required to cover the cake, wetting it with just enough water to make it pasty, then adding either cocoanut or chocolate as desired. It makes a nice icing without either.

Cream candy can be made easily, too, with powdered sugar.

#### A Tissue-Paper Party.

BY MRS. J. D. CHAPLIN.

Aunt Betsy Green's cottage had been burnt to ashes by the carelessness of a lazy Irishman, who, while sawing wood in the shed, had dropped his pipe into a box of shavings.

While the embers were still smoking the young ladies of the village, who were greatly interested in good old "Aunt Betsy," were collecting money to rebuild the little house.

At four o'clock, a dozen large school-girls rushed into the sitting-room of the finest house in town, the foremost of the group exclaiming to a lady who sat there,—

"O mamma! we had just planned a little Fair to help rebuild Aunt Betsy's cottage, and now Jess Lee says the 'old young ladies' are to have one, and that we are too young to plan a Fair and be successful, but that we may have a tableau; I may be Rebecca at the well—standing behind a pile of old stones, dipping lemonade out of a water-pail—pho!"

"We could have a calico party; but Aunt Betsy doesn't want a lot of *young* calico dresses," said another of the girls.

"Suppose then we give some new entertainment," said the lady. "Let me see—I think you could have a tissue-paper party. Yes, and dress like the patterns in the city windows. Tissue comes in all colors and shades, and you can make your waists over thin cloth, and loop, or flounce or plait your skirts to your taste. You can get all the ideas you please from fashion plates or friends, but the work should be your own. I will give you my parlors, because they are the

largest in town, and your mothers, I am sure, will join in getting up a supper. You can sell tickets, and at the close of the party we will have an auction and sell off the paper dresses."

Mrs. Mead now saw a shy little girl peeping over the shoulders of those in the rear of the group, her gray eyes, which were shaded by long dark lashes, full of eager interest.

"Oh, there is Hope! she must share in this party, too," said the lady.

"I haven't any tissue-paper, and I haven't any one to show me," whispered the little girl.

"But you shall have both, my child," said the lady, kindly. "I will see to that."

Hope Morris was, until within a year or so, a stranger among these girls, her parents, who were English, having died in the place a few months before, leaving this one child. The townspeople had been very kind during the long months of their illness, and when death came, had buried them decently in the new cemetery.

But there was no home for poor little Hope. Every lady who loved little girls seemed to be supplied with them; so after a great deal of discussion and many regrets, she was sent to the almshouse with the understanding that Mr. Greenly, the keeper, should take her into his own family, till inquiries could be made for her relatives in England.

A year had gone by. No relatives had appeared to claim her, so she remained with Mr. Greenly and came down to the public school. Everybody said, "It's too bad;" but no one made it any better. The only persons in town who did all they could do to brighten her dull life were her class-mates at school. They were always kind to her, and never made her feel that she was a poor-house child.

The tissue-paper party was kept secret—almost—while Mrs. Mead held mysterious meetings every Wednesday and Saturday afternoons in the great spare chamber over her parlor.

The store-keeper wondered why she wanted such quantities of tissue-paper as she ordered from Boston; and the "old young ladies" (that meant all above eighteen and out of school) laughed and said,—

"Those children are making paper flowers, no doubt, for our Fair, but nobody will buy them."

But one day, long before the "old young ladies" were ready for their Fair, the "young young ladies" were out in full feather, selling tickets for "a social gathering at Mrs. Mead's."

And the few parents who were in the secret aided in the sale, till one hundred and forty bright silver quarters glittered in a drawer in that fine guest-chamber. The friends of Mrs. Mead were, of course, glad to go to the party, and many

young people and old who had never seen her fine house, would have been willing to give three bright quarters to get into it.

"Well, the happy night came at last, and the guests, as they arrived, were informed that every one must wear a tissue paper necktie, badge, or apron, which they would buy of two young ladies in the upper front hall.

Of course this made a great deal of fun. Old Squire Walton walked solemnly into the parlor with a pink paper ribbon badge in his button hole. Dr. Willis wore a bow at his collar of blue paper, and even the minister was forced to allow a white tie to be pinned over his black one.

As they were ushered into the great parlor, the first figure that met their eyes was that of Aunt Betsey Green, seated in a crimson high-backed chair, robed in the immortal black alpaca which she had wrenched from the flames, and with a white tissue paper cap and apron on.

As the company gathered, there was a great deal of laughing and talking, and in the midst of it all, twelve lovely young girls entered the parlor, with a rattling and rasping and swishing that made a band of music quite unnecessary.

And such elegant costumes as were seen, surprised the most fashionable lady in the assembly. Kate Emerson represented a water nymph. She was dressed in pale seagreen paper, with long, cut fringes, like sea grass, floating from her head, her shoulders, her sleeves, and her upper skirt; and with green rosettes and flying grass on her slippers, she was introduced as "Undine."

May Horn was a beautiful young girl, dressed in white, all dotted over with apple blossoms, and tender green leaves and buds, representing "May."

"June" wore the palest of pink dresses, decorated with roses and buds of deeper tints. The flowers on both these costumes were formed of tissue of different shades, cut and drawn into shape, and tacked with a needle and thread in the form of wreaths festooned on the sleeves, waist and skirt.

"Night" sailed in, robed in black, and dotted with tiny silver stars, with a silver comb in her dark hair, and silver jewelry on her neck, wrists and fingers.

Hope Morris wore a pale blue dress, with puffs and frills and flowers and quilting of pink,—a costume which it had taken all the sane paupers and the "keeper's" wife a week to decide on. She looked very lovely in it, and she wished, as she stood before Mrs. Mead's glass, that the town would require the Greenlys to keep her always dressed as well. The other costumes were equally beautiful.

The effect of all this color in such fine combinations was charming, and the rattling and whizzing and sweeping about of the paper dresses, made it very funny for the company.

Occasionally, there would be an accident. A young girl's sleeve would burst open, showing a beautiful plump arm. Or a big boy would tread on a train—big boys are always treading on something. But, altogether, the party was a great success.

Of course there were a great many jokes made, especially by the boys who had trodden on the frail flounces. At the supper table, one of the boys called for another piece of "tissue paper cake," and another asked for more "tissue paper ice cream."

The girls took it all very kindly, and Ruth, who was mistress of the situation, replied that she was glad to see they had *not* tissue paper appetites.

The supper being over, the company marched back, some one said, by "tissue paper music," to the parlor, and there found, to their surprise, that a low staging had been erected in their absence, and wondered what was to come off next.

The staging was merely a piano box, hidden by a crimson piano cover, that did not require a nail to be driven at the time.

A witty gentleman of the town, father of one of the "young ladies," now mounted the box, and called the meeting to order. He then said, in a mock serious tone:

"Gentlemen and ladies, we have now come to the most remarkable stage of this remarkable occasion. The rare, costly and tasteful dresses you see worn by the rising daughters of this town, are to be sold at auction, and you are to have the privilege of bidding on them. The person who makes the highest offer will secure the choicest dress. Had Madam Demorest—whose name is legion, for she lives in every city in the continent—heard of this auction, you would have had no such chance; for she would have come and bought them *en masse*, at prices with which country ladies and gentlemen could not possibly compete."

Here a gentleman who, with his lovely wife, seemed strangers to most of the company, asked, "Do the young ladies go with the dresses? If so, I should be willing to bid very high for one of them."

Of course this made a great laugh; and there were whisperings all around, "Who is he?"

"Oh, he's the Hon. Mr. L. Lester, from California. He was born here, and has come back to see his native place. The minister knows him well."

Very soon, three or four gentlemen were gathered about him in earnest conversation, while the bidding and playful jesting were going on at the platform.

"Please sell all the dresses now but the blue and pink one. Keep that for the last, Mr. Auctioneer," said Mr. Dean.

And as "Night," with her silver stars, rustled up to the platform, the company saw Mr. and Mrs. Lester leaving the room, the latter holding sweet Hope Morris by the hand.

Of course the fathers and mothers were very proud of the taste their daughters had displayed, and very anxious to own the frail dresses they had made. So the bidding was spirited, and some of the dresses brought as high as three dollars each.

After a while, the blue and pink dress was put up, and every one noticed that Hope's usually pale cheeks were very rosy, and her eyes very bright.

At the first call, the wife of the keeper of the poor-house, who had been especially invited, bid seventy-five cents. Some one else cried, "One dollar;" another, "One fifty." Just then the company were startled by the handsome strange gentleman calling out, "Twenty-five dollars!"

Of course this made a great bustle, and the gentleman came forward, and taking Hope by the hand, said, "With the consent of this little girl, and that of the gentlemen who stand as her guardians,"—he was too delicate to say, "The overseers of the poor,"—"I am to have the wearer as well as the dress; and henceforth her name will be Hope Morris Lester. But," he added, "I would not accept the great gift for so small a sum; so when you get your good friend's new home furnished I will put five hundred dollars into the savings bank for her to keep and use as she may need in the future."

Of course there were great rejoicings over Hope's good fortune. Aunt Betsy wiped her eyes with her tissue-paper handkerchief, as she sat in the great crimson chair, and said, "it was worth while having her home burnt up, to see so much good come of it!"

Ruth Mead, who was very jealous of the honor of the "young ladies," smiled and said, "Five hundred and seventy-eight dollars! That's a great deal more than the 'old young ladies' will make at their Fair. But we will be kind, and help them all we can. Perhaps, after all, I'll be Rebecca for them."

There was great lamentation at the poor-house over the loss of the little lady whom they had called "the parlor boarder," and the lonely old inmates picked up all the bits of pink and blue tissue—the clippings from her dress—and pressed them in their Bibles and hymn-books "to remember her by."

The morning he took Hope away, Mr. Lester

shook hands kindly with them all, and gave each inmate a bright silver dollar.

Years have passed since Aunt Betsy Green took possession of her nicely-furnished little cottage; and during that time Hope has grown into a beautiful and useful young lady, a delight as well as an ornament in the elegant home which was secured for her that night at the tissue-paper party.—Youth's Companion.

#### The Schoolmarm's Story.

A frosty chill was in the air—

How plainly I remember—

The bright autumnal fires had paled,

Save here and there an ember;

The sky looked hard, the hills were bare,

And there were tokens everywhere

That it had come—November.

I locked the time-worn school-house door,

The village seat of learning,

Across the smooth, well trodden path

My homeward footsteps turning;

My heart a troubled question bore,

And in my mind, as oft before,

A vexing thought was burning.

"Why is it up hill all the way?"

Thus ran my meditations;

The lessons had gone wrong that day,

And I had lost my patience.

"Is there no way to soften care,

And make it easier to bear

Life's sorrows and vexations?"

Across my pathway through the wood,

A fallen tree was lying;

On this there sat two little girls,

And one of them was crying.

I heard her sob: "And if I could,

I'd get my lessons awful good,

But what's the use of trying?"

And then the little hooded head

Sank on the mother's shoulder,

The little weeper sought the arms

That opened to enfold her.

Against the young heart, kind and true,

She nestled close, and neither knew

That I was a beholder.

And then I heard—ah! ne'er was known

Such judgment without malice,

Nor queenlier counsel ever heard

In senate, house or palace!

"I should have failed there, I am sure.

Don't be discouraged; try once more,

And I will help you, Alice."

"And I will help you." This is how

To soften care and grieving;

Life is made easier to bear

By helping and by giving.

Here was the answer I had sought,

And I, the teacher, being taught

The secret of true living.

If "I will help you" were the rule,

How changed beyond all measure

Life would become! Each heavy load

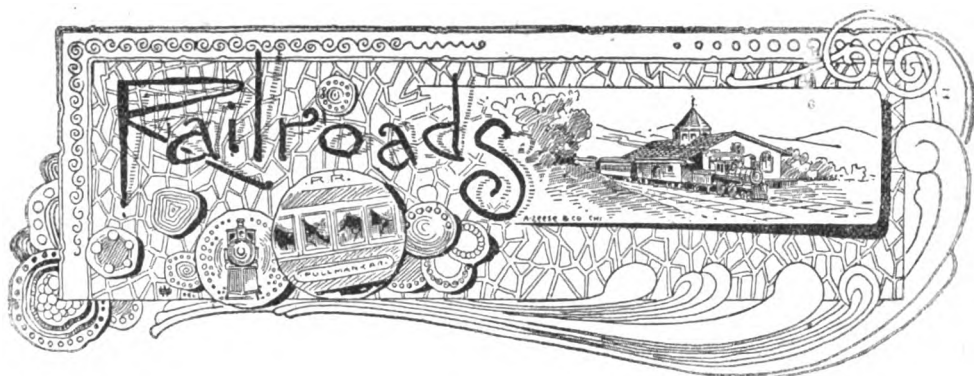
Would be a golden treasure;

Pain and vexation be forgot;

Hope would prevail in every lot,

And life be only pleasure.

—Selected.



St. Joseph & Grand Island Railroad Co and Operated Lines—Schedule of Pay for Trainmen on the St. J. & G. I. and K. C. & O. Roads.

**Article 1. PASSENGER SERVICE.**—Six crews will be assigned to the main line and will be paid \$110 and \$60 for conductors and brakemen respectively. One crew will be assigned to the branch and will be paid \$100 and \$55 for conductors and brakemen respectively. Trains Nos. 1 and 2 to be paid under this Article.

**Article 2. FREIGHT SERVICE.**—Conductors and brakemen on through and mixed freight trains, other than Nos. 1 and 2, will be paid three and two cents per mile respectively. Crews not assigned to regular service will run first in first out, and will be paid for on the mileage basis, with the following exceptions:

The Alma branch run will consist of the run between Fairfield and Alma, and  $1\frac{1}{2}$  hours' switching in the Fairfield yard on alternate days, and 100 miles shall be allowed per trip on said run.

The Fairbury branch run shall consist of the run between McCool Junction and Fairbury and return, the station switching at McCool Junction and the switching of their own train at Fairbury, for which 100 miles will be allowed.

The Fairfield-Stromsburg run will consist of the run between Fairfield and Stromsburg, and the making up of their own trains at Fairfield and Stromsburg, 130 miles to be allowed for the round trip, and 100 miles for the single trip.

In consideration of the two short runs per week on the Fairbury branch and between Fairfield and Stromsburg, no overtime shall be allowed on these runs, except in cases of unusual delays, such as washouts, wrecks and snow blockades.

**Article 3. LOCAL FREIGHT.**—Between St. Joseph and Grand Island crews on local freight trains shall receive 315-100 cents and 215-100 cents per mile for conductors and brakemen respectively. Three brakemen shall be assigned to each crew.

**Article 4. WORK TRAINS.**—Work train conductors and brakemen shall be paid at the rate of \$90 and \$60 per month respectively. The working days of a calendar month to constitute a month's work. Twelve hours or less to constitute a day's work. Over time after twelve hours at the same rate.

Work train crews will consist of a conductor and two brakemen.

The company reserves the right to assign conductor for this service.

**Article 5.** Pilots will receive freight conductor's pay and full mileage allowed.

**Article 6.** Freight men handling special trains will be paid regular freight rates.

**Article 7.** All freight conductors and brakemen not otherwise specified, shall be paid on a mileage basis, 100 miles to be the minimum pay for any crew called and sent out.

**Article 8.** On all freight runs of 100 miles or less, except those otherwise specified, requiring more than ten hours to make the run, overtime will be paid at the rate of 10 miles per hour for conductors and brakemen. On all freight runs exceeding 100 miles, conductors and brakemen will be paid overtime for all the time used to complete the trip in excess of an average speed of ten miles an hour. In computing over time no fraction of an hour less than thirty minutes shall be counted; thirty minutes and over and less than one hour shall be computed as one hour.

**Article 9.** When freight traffic is so light that the crews in unassigned service do not make about 3000 miles per month, crews will be taken off, beginning with the youngest until crews left in the service are able to make the same. Conductors temporarily reduced under this rule will be given preference as brakemen over younger men and will retain their rights as conductors, they will also again be placed on their runs when the traffic requires increasing of crews.

**Article 10.** Train men attending court at the request of an officer of the company will be al-

lowed 100 miles per day for each day, and when away from their home station in addition thereto their legitimate expenses.

Article 11. When a crew is compelled to double a hill they shall receive ten miles for the same, but one hour will be added to the time over the district, before over time is allowed.

Article 12. Full time will be allowed for all light runs, and where crews are deadheaded. In case crews are deadheaded the freight crew dead-heading will be first out ahead of the crew dead-headed with.

Article 13. All crews will be called at St. Joseph, Hanover and Grand Island; train caller will always be provided with a book in which the men called will enter their names together with the time they are called, and the time of trainmen will begin at the time set for the departure of their train when called, unless leaving earlier.

Article 14. Conductors and brakemen will not be suspended or dismissed from the company's service without just cause. In case of suspension or dismissal, if an employe thinks his sentence unjust he shall have the right within five days to refer his case by written statement to the superintendent. Within five days of the receipt of this notice his case shall have a thorough investigation by the proper officer of the railroad company, at which he may be present if he so desires, and also be represented by any disinterested employe of his choice.

In case the suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost. In case he shall not be satisfied with the result of the investigation he shall have the right to appeal to the general manager.

Article 15. When trainmen are called, and for any reason other than their own act do not go out, and are held on duty less than five hours, they will be allowed fifty miles and stand first out, but if held more than five hours they will be paid one hundred miles and go behind crews at that point.

Article 16. When a change of division or train runs requires trainmen to change their place of residence they will be furnished with free transportation for their families and household effects to their new place of residence.

Article 17. Freight or passenger crews making extra trips in addition to their regular assigned runs, will be allowed extra time upon the basis of pay allowed other crews in similar service, except as provided in Article 6.

Article 18. When crews of through or local freight or mixed trains are required to remain on duty with their trains after arrival at end of run, or compelled to do switching service at terminal or division station, they will be paid extra for such service at regular overtime rates.

Article 19. Trainmen will not be required to pay fines on account of breakage.

Article 20. After continuous service of 16 hours trainmen will be entitled to and allowed eight hours rest before being called to go out, except

in cases of washouts, wrecks or other similar emergencies. Following crews will have the right to run around any crews so lying over.

Article 21. When proper notice is given, members of grievance committee shall be granted unlimited leave of absence.

Article 22. When time is not allowed as per trip report, conductors will be notified.

Article 23. All freight conductors and brakemen on the St. J. & G. I. and operated lines, will be in line of promotion on all districts and divisions according to length of service and ability to assume increased responsibility.

The oldest freight conductors to be in line of promotion in passenger service.

When three brakemen are promoted in the regular line of promotion, one experienced conductor or to be employed as conductor; said conductor to stand next in rank to the three brakemen promoted.

The articles enumerated, constitute in their entirety, an agreement between the St. Joseph & Grand Island Railroad Company and its conductors and brakemen. No departure from the provisions of this agreement will be made by any party thereto, without reasonable notice of such a desire in writing has been served upon the other parties thereto. The rates of pay embodied in this schedule to remain in effect until January 1, 1894.

All schedules, rules and regulations previously in effect are null and void. Effective, November 1, 1892.

For the Order of Railway Conductors:

A. B. GARRETSON, Grand Senior Con. O. R. C.  
JOHN T. DAWSON, Chairman O. R. C.

For the Brotherhood of Railroad Trainmen:

S. E. WILKINSON, Grand Master B. of R. T.  
CHAS. E. HEDRIX, Chairman B. of R. T.

THE ST. JOSEPH & GRAND ISLAND  
RAILROAD COMPANY.

By W. P. ROBINSON, JR., General Manager.  
St. Joseph, Missouri, October 20, 1892.

Commencing November 1st, 1892, the following schedule of pay and regulations governing conductors and trainmen in the employ of the South Carolina Railway will be in effect.

#### ARTICLE I.

##### PASSENGER SERVICE.

On the main line and Columbia Divisions in regular service, conductors, \$90.00 per month, baggage-masters, \$45.00 per month and brakemen, \$1.25 per day. Six crews to run two trains each way per day between Charleston and Columbia and between Charleston and Augusta, if regular trains between Charleston and Augusta or Charleston and Columbia are cut off at Branchville, corresponding short runs between Branchville and Columbia or Branchville and Augusta will be run by these crews without additional compensation.

Regular passenger men making trips other than their regular runs, and extra passenger men will be paid, conductors, 1 and 65-100 cents, baggage-masters, 83-100 cents and brakemen, 70-100

cents per mile; no allowance for short runs to be less than for eighty-eight miles. Runs of more than eighty-eight miles will be paid actual mileage. Summerville, Lambs, C. C. G. & C. and Columbia and Blacksburg runs, conductors, \$75.00 and baggage-masters, \$45.00 per month and brakemen, \$1.25 per day.

#### ARTICLE II.

##### THROUGH FREIGHT SERVICE.

On through freight runs conductors and brakemen will be paid 2 and 60-100 cents and 1 and 70-100 cents per mile respectively. Short runs of less than fifty miles will be allowed fifty miles. Crews coming in from short runs having made but fifty miles allowance, will stand first out, if they have made more than fifty miles allowance they will go behind other crews at that point.

#### ARTICLE III.

##### LOCAL FREIGHT SERVICE.

On local freight trains between Charleston and Columbia, conductors will be paid \$80.00 per month and brakemen \$45.00 per month; between Branchville and Augusta, conductors \$75.00 and brakemen \$45.00 per month, and between Camden and Kingville, conductors \$65.00 and brakemen \$45.00 per month. Except on the Camden and Kingville run, local crews will be paid extra for all service performed outside of their assigned runs.

#### ARTICLE IV.

##### PHOSPHATE AND MATERIAL SERVICE.

Conductors and trainmen in phosphate service will be paid \$65.00 and \$42.00 per month respectively. Conductors and trainmen not in charge of the road department, temporarily in material train-service, for short runs and loading or unloading trains, will be paid fifty miles for six hours or less, and one hundred miles for more than six and less than twelve hours. Hours in excess of twelve will be paid extra at same rate.

#### ARTICLE V.

##### DEADHEAD SERVICE.

Conductors and trainmen required to deadhead will be paid one-half passenger mileage for dead-heading on passenger trains, and one-half freight mileage for deadheading on freight trains, with or without caboose. When it is necessary to dead-head a crew, the first crew out will run the train, and the deadhead crew will, at other end of run, start out ahead of the crew with whom they dead-headed.

#### ARTICLE VI.

##### LIGHT RUNS.

Crews running light with engine or with engine and caboose will be paid passenger mileage. No allowance of less than fifty miles.

#### ARTICLE VII.

##### ATTENDING COURT.

Conductors and trainmen attending court on behalf of the company will be paid the amount they would have made on their regular run.

#### ARTICLE VIII.

##### CALLING.

Conductors and trainmen arriving at terminals before 9 a. m., will examine book on arrival, and if listed at that time to go out that p. m., are ex-

pected to be on hand without being called. Men having regular assigned runs will not be called. In other cases, men will be called within one-half mile of dispatcher's office. At Charleston, caller will have a book in which are entered the train called for and the time expected to leave. The men called will sign this book, entering the time at which they are called.

#### ARTICLE IX.

##### REST.

Conductors or trainmen after twelve consecutive hours of service will be allowed seven hours for rest, provided they give proper notice of such rest, and take the rest at a terminal station.

#### ARTICLE X.

##### OVERTIME.

Conductors of passenger, freight or mixed trains will be paid overtime at the rate of twenty (20) cents per hour, and trainmen at the rate of ten (10) cents per hour. Overtime will be paid for all time over twelve hours consecutive duty except on schedules, when the time on duty is in excess of twelve hours. On these trains (scheduled at more than twelve hours), overtime will be computed from the arriving time of the train at destination. No overtime will be allowed for the first two (2) hours delay, but if the delay exceeds two (2) hours, the first two hours will be included. This rule to be imperative until July 1st, 1893.

#### ARTICLE XI.

##### INVESTIGATION.

A conductor or trainman taken from his run for alleged fault, will be given a hearing within five days if practicable and will have the right to have another employé of his class and choice to represent him. The accused will be promptly notified of the result of the investigation and if found blameless, will be paid for time lost.

#### ARTICLE XII.

##### REDUCTION IN FORCES.

During dull seasons, so far as is consistent, the number of crews in service will be arranged so they will be able to make twenty-four hundred miles per month.

#### ARTICLE XIII.

##### HIRING CONDUCTORS AND PROMOTIONS.

Promotions and preferment will be based upon merit and the general record of the man and not entirely upon their age in the service. In filling vacancies in the ranks of conductors, all trainmen will be considered in the line of promotion according to their age in the service and their ability. An experienced conductor may be hired as a conductor at the option of the officer in charge.

#### ARTICLE XIV.

##### LIFE OF AGREEMENT.

This agreement shall remain in force until December 31st, 1893, and will continue after that date until either party gives sixty days notice in writing, to other parties thereto, of desire for change.

For S. C. R'y, C. M. WARD, Gen'l Manager.

I. M. TURNER, Superintendent.

For the Order of Railway Conductors,

E. E. CLARK, G. C. C.

J. F. KIRKLAND, Chairman.

For Brotherhood Railway Trainmen.

S. E. WILKINSON, Grand Master.

W. A. STALEY, Chairman.



KANSAS CITY, MO., Dec. 15, 1892.

*Editor Railway Conductor.*

We had our election of officers Sunday, Dec. 11th, and I am pleased to say to you that I never saw a more unanimous selection of officers in the division since I have belonged to the Order, which in my mind goes a long way to prove that the Brothers are well satisfied with the officers of our division for the past year. I am satisfied that no member of No. 55 can find fault with the decisions rendered by our worthy Brother, Van Bergen, C. C., and I am satisfied that with the choice of Geo. W. Rose for secretary and treasurer we have nothing to fear at least in 1893, with H. B. Field as A. C. C., who will fill the chair with all credit to the Order in the absence of Bro. Van Bergen.

Brother editor, I find that we only have a short space of five months before we meet in our next Grand Division. I hope the Brothers will give this serious consideration, as there are many things which should be seriously considered in our next meeting of the Grand Division. Do not let us meet Sunday after Sunday between now and May 1st, and then blame our delegates for not doing their duty in the Grand Division when it is plain that it is our duty to bring up in our division meetings any changes that we see it is necessary to make, and thoroughly post our delegate so that he may be able to present the same to the Grand Division; and I do hope sincerely that the Brothers will give the matter of insurance a good deal of attention, as in my mind this is one of the most important parts of our institution. Can we not devise some plan whereby all Brothers of the Order will be compelled to insure? If not, can not we shut out the begging letters which come into our division from meeting to meeting, which are most assuredly a premium offered for neglect of insurance, or, in other words, paying a certain price for those who are not insured to keep out of the Order of Railway Conductors' insurance. I have no doubt that many of the Brothers think me a crank on this question. If they will call on me in Kansas City at any time and give me an hour of their time I will prove to them that I am not so

much of a crank, but that I am right on this question of insurance.

I am happy to say to you that our division is very prosperous at the present time, and we are taking in many new members, and are having a splendid attendance, which is increasing every meeting. I again extend to all Brothers of the Order a most cordial invitation to call upon our division when in Kansas City, but do not call upon Brothers Welch or Van Bergen for donations for any charitable institution, as we have gone out of business.

Hoping to meet with many of the Brothers in our union meetings, which will shortly be convened in our several different localities, and to meet with you all in our next Grand Division, which will be held in Toledo, in May, I am most respectfully,

Yours in P. F.,

WILLIAM WELCH.

WASHINGTON, D. C., Dec. 15, 1892.

*Editor Railway Conductor:*

I feel sometimes that we will not get any more legislation on safety appliances unless there is more interest taken in the matter by the employés of railroads. It seems that the various journals published by the many railroad employés' organizations do not give space enough in their journals for this very important subject. I would, however, state that the public press throughout the whole country give less space, and in fact, show little interest in the matter. If you have noticed the press comments, editorials, etc., referring to the late message of the president, you will find little, if any, reference to safety appliances. Yet, the bugaboo tariff and free coinage and the great disaster about to befall our country in case one or the other political party gets into power is given much space. Society columns are numerous. Rot stories, prize fights, etc., etc., are emblazoned with great head lines, but not one word to say for a bill to promote safety to life and limb for these poor men who are engaged in their daily vocation so extra hazardous. Why is it? And what shall we say relative to the action, or rather

non-action of the United States Senate on this subject? With sadness we view the situation.

This is a sad state of affairs. Is it possible that men holding high positions in the councils of the Nation look to their own selfish and personal interests as against the poor employes who risk life and limb, engaged in their hazardous duties? Yet, with all this, let us come together here, tell our story once more, tell it briefly and well, and warn these men who hold their positions by the will of the people, that a time will come—and that speedily—when they will be called upon to render an account of their doings.

I favor the bill you have drafted, with one exception; I think the commission too large—two representatives from the five railroad organizations, and two from the railroad management, and the fifth to be chosen by the four, or selected by the president—I favor this because I feel sure that five men will do the work sooner and get through more harmoniously, and it would also lessen the expense of the commission.

I now suggest that we get together here, immediately after the holidays, and fight it out to the end.

I see the president in his last message calls the attention of congress, for the fourth time, to this matter. Let me hear from you soon, and let me hear what you suggest, that I may arrange accordingly.

Yours truly,

A. D. SHAW.

DENVER, Colo., Dec. 22, 1892.

*Editor Railway Conductor:*

Just why Denver Division No. 44, should have selected the writer to fill the position of correspondent will, perhaps, never be clearly demonstrated until some direful calamity shall have befallen the community; be this as it may, however, now that they have done so, we intend to have the division represented in the columns of THE CONDUCTOR, provided the editor will stand it, as often as possible, and we would esteem it as a special favor if the Brothers would give us a tip occasionally regarding matters likely to prove of interest not only to the members of this division, but others who may live in a less favored portion of the earth.

Sunday last, December 18th, being regular election day, a large and interested number of members assembled at the division room and engaged in a good-natured contest for the election of officers for the ensuing year. While there was more or less spirit shown in the balloting, everything passed off with the utmost good feeling, and we believe all were satisfied with the result. As an

outcome of the contest the following officers were found to have been elected:

Delegate—J. J. Bresnahan; alternate, J. L. Kissick. Chief Conductor, D. L. Clark. Asst. C. C.—W. S. Ammon. Secretary and Treasurer—C. H. Gardner. Sr. C.—J. A. Graham. Jr. C.—J. J. Early. I. S.—Frank Smith. O. S.—M. M. Blake. Finance and Grievance Committee—J. L. Kissick, of the U. P., chairman; W. W. Hancock, D. & R. G., and J. W. Martin, C., R. I. & P., while J. L. Kissick will represent the Union Pacific, W. W. Hancock the Rio Grande, B. F. Webster the Rock Island, G. R. Henson the Burlington, and Ed. Stabler the Santa Fe. on the local committee. J. W. Martin of the Rock Island, was chosen correspondent. The position most sought after, and the one requiring the largest number of ballots to determine who should fill the place, was that of delegate. While nearly all the aspirants had numerous friends, Bro. J. J. Bresnahan finally succeeded in capturing the prize after a rather warm contest. It is needless for us to say that there is no question but what Division 44 will be ably represented, as Bro. B.'s long experience in the railway service in the west, and his intimate knowledge of the wants and requirements of this division, amply qualify him for the position. The same can be truly said of Bro. Kissick, who was chosen alternate.

Bro. D. A. Clark was evidently very much in the minds of nearly every member present for re-election to the office of Chief Conductor, if the number of votes he received was any indication. Bro. Clark has shown, by his administration of the affairs of this important office, that he was not only the right man in the right place, but that no improvement could be made by a change. His almost unanimous re-election showed that the members of this division appreciated this fact.

The retiring Secretary and Treasurer, Bro. Griffin, has held the office two years, and during that time has handled over \$6,000 of the division's good, hard cash. He leaves a record for fidelity to the duties of the office, few absent marks from the division meetings, and prompt transaction of all business pertaining to his office that his successor will do well to emulate. His accounts are found corrects, and he turns over nearly \$500 in cash to his successor, in addition to a well kept set of records. While others of the retiring officers failed in re-election, it was surely not on account of a lack of confidence in them on the part of the division, or that they had in any way neglected their duties. It remains to be seen whether the incoming officers can have as much said to their credit at the end of their respective terms. We trust that Bro. Frank Smith understands that he is expected to be

present at every meeting, if he has to lay off to get there.

There is one question which we hope to see thoroughly aired at the next Grand Division, and that is the subject of "seniority." Old-time conductors throughout the country are awakening to the fact that unless this most thoroughly unjust clause is stricken from the schedules, gotten up for the guidance of the men and the officials in the matter of promotion, that it is only a question of a very few years that a man with twenty years' experience will have no more to recommend him for a position than a jack rabbit, and would stand no more of a show than a snow ball in the infernal regions. That a man who has spent his entire life—or the best part of it—in the service of a railway company should be obliged to begin at the beginning simply because he may lose his position on one road and be obliged to seek work elsewhere is wholly wrong in principle; besides it looks awfully bad for the profession. As it stands now, ours is the only business on the face of the earth where experience does not count for one little bit of a very small tinker's darn. It is high time the conductors of this country were looking out for their own interests a little more, and not displaying so much solicitude for brakemen and others; perhaps after they take pattern from the example set by other labor organizations of looking out for themselves first, and others afterwards, they will find that they will be following a golden rule that will benefit themselves very much. We do not advocate the employment of old conductors exclusively to the injury of good brakemen who have had, say, three years experience. The brakeman of three years experience comes pretty nearly having a first-class recommendation, and goes out pretty thoroughly equipped with an understanding of what is expected of him. Can as much be said of the one who secures his promotion through the seniority clause, and whose term of service only dates back as many months? The old conductors of to-day were brakemen of course, but they put in many hard years with hand brakes, man-killing draft irons, and other crude appliances that would make the average brakeman, who begins railroading in this day of air brakes and automatic couplings, sick to look at, even.

The quick action, automatic conductor of the seniority foundry is scarcely, if ever, a credit to himself, of benefit to the company, or very well qualified to look for employment in case the time should come where good, practical experience and merit should cut a figure. Just at present, we'll admit, he is on top. We sincerely hope that the next Grand Division will take some action looking

to the relief of its members in this regard—notwithstanding the fact that they are responsible, in many cases, for the seniority clause in nearly every schedule gotten up throughout the country.

We no doubt have the kind permission of the editor to quit, and will do so, omitting the terrible threat of coming again, some time. J. W. M.

MARCELINE, MO., Dec. 24, 1892.

*Editor Railway Conductor:*

Permit me through the columns of your valuable journal to give your readers a few items relating to how we are prospering in "Old Missouri." To commence, I will give you an account of our first annual ball of Division 283 O. R. C., held in our opera house on December 21st, promptly at 7 o'clock p. m. The spacious hall, decorated most tastefully, was the scene of a surging crowd of happy people, consisting of the elite of Marceline and vicinity, bent on pleasure. The merry company was met at the hall by Brothers Oliver, Hagenbuch, Simmons and Fleckenstine, who soon made them welcome, and promptly at 8:30 the grand march was started under the direction of Prof. Jurgenson, to the strains of Prof. Anderson's orchestra. The ladies were handsomely attired in ball room costumes, and all continued the dance until 12 o'clock, when the supper march led them to the lower floor of the hall where a sumptuous feast was awaiting under the management of the Pythian Sisters, consisting of all the palatable things of the season, both delicate and substantial. After supper the dance was resumed, and indeed not until 5 o'clock a. m. did the company disperse, when all went home profuse in their praise of the first annual ball of Division 283. Among the company were many from a distance of 100 miles; among these were Bros. Crawford, Nunn, Mourning, Lynch and Prichett, who, with their wives, came from Argentine, Kas., and Fort Madison, Iowa.

Here your correspondent, in behalf of the members of Division 283, wishes to extend to Brother Stout and the members of Division 141, at St. Joseph, their sincere thanks for their liberal support in the purchase of tickets. Several of our members have taken a leave of absence to spend Christmas at their homes. Among these are Bro. Fleckenstine, who has gone to Niagara Falls, and Bro. Kenworthy, who has gone to Chicago.

Our division has 65 members, and at each meeting we initiate more, and we are in a substantial condition. Wishing THE CONDUCTOR and all its readers long life and prosperity, I shall close.

Yours in P. F.,

MOUNTAINEER.

## The New Railroad Association.

SEYMOUR, Ind. Dec. 5, 1892.

Gentle zephyrs wafting southward have borne us the news that a new association, destined to supply a long felt want, is about to be organized in—somewhere—and just where, is not clearly outlined to those on the outside. At any rate its aim is presumably to take in any and every body in the railway service who may apply, regardless of what capacity he may be employed in, provided he may be worthy, and the line will not be drawn very close. From experience in the past, no doubt, its projectors are aiming to supply these wants peculiar to railroad men, that they have failed to realize in the old associations, and even were this their mission alone they would certainly find inside of six months that they had a white elephant on their hands, for the wants of the human race are many in this world of ours and particularly so among the male portion composing the railroad men. But perhaps they aim to go farther, by drawing on the large per cent. of employes who never belonged to any fraternity and even in this case they will have a Jonah on their hands, for those kind of men are in a semi civilized state of being, so to speak, when compared to those who have for years belonged to the different organizations of railway employes. All of this taming, cooling down process will have to be gone through with with the new recruits, while the old ones calmly look on. It is probable that the new association will aim to obtain its adherents solely from those outside the gates of other organizations, yet leaving the door ajar for those of kindred old fraternities who may wish to join in the procession, so let us be charitable and reason that they will not wage war on any of the old Orders, but will aim to invent or organize an association so attractive and effective in all its workings that railroad men, who always know a good thing when they see it, will grasp the golden opportunity and "shie their hats into the ring for weel or woe." We need not necessarily imagine that those who are somewhat in the the new enterprise are those who, failing to rule in their respective Orders are desirous of promoting a new remedy for all the aches and ills that we are subject to and thereby placing the laurels on their own brows. But let us think of them as well-meaning men who have the interest of railway employes at heart, and who hope to provide them something that in years of membership in other associations they have failed to obtain. This same thing has been attempted before, and with the purest of motives, and how successful was it? But one great lasting good was accomplished and that was the placing, or cause of placing, the

conductors in a position to protect themselves, a fact that was hailed with delight by the majority of them, and by all sister organizations. But the evils it attempted to remedy would have consumed, if carried out, one's life-time, and then at death its members would have been distrustful lest the policy as advocated by them would not be faithfully adhered to by their descendants. It is true that a great many employes of railroads are not members of any railroad organization. It is equally true, that thousands of our brightest men in other pursuits of life do not belong to the Masons, Odd Fellows, Knights of Pythias, etc., orders that perhaps we are devoutly attached to, and why is it? One reason is, because they are men who do their own thinking, and see no advantage in becoming members, depending on their natural gifts and resources to carry them safely through. Another reason is that many secret societies do not come up to their ideas of that which should be standard, etc., and until such time as this takes place they will hold aloof. The rule applies equally well in regard to the thousands of railroad men who do not belong to anything. The fact that they do not, does not in the least detract from their genuine worth as men and as competent employes, for man is born free, and if we as members of secret societies cannot favorably impress him with their advantage to the extent that he becomes one of us, it don't by any means follow that he is "N. G." Now here is the idea: That all railroad associations have their failings and their weak points, but just as fast as these are brought to light it is the duty of all to point them out and by combined effort with one another remedy the evils.

If from personal and close association with those in whom we have implicit faith we have failed in years of close attention to our laws to make any visible improvements whereby our members are bettered, how in the name of reason can a few Good Samaritans step out of the ranks and say, "follow me, and you'll wear diamonds?"

As previously said, before they can ever hope to so impress those either in or out of the ranks that they are in the only road, they will be so patriarchal that their words of wisdom will fall in barren spots. But seriously speaking, our associations are just what you and I help to make them, no more, no less. Everything is square and legitimate. We are allowed representation in our conventions and we make the laws, not the grand officers, and when you are inclined to criticise, just give yourself a vigorous kick, for the chances are that you are one of the main drawbacks, unless you exercise your every effort to help to right the things that are wrong, and do

it in the proper place, and not like the member who once said to the writer, when talking on a street corner, that "the Order wasn't worth a — except to ride on." This was when the undersigned had just began to play solitaire with W. B's. and he was delighted with the prospects of the future conductor. The laws of the different railroad fraternities are like the laws of our land, if properly enforced, all right. If not so, make them so; but you can never benefit them by throwing aside the work of years and attempting something entirely new. Life is too short, and if our descendants have not more faith in us than we have in ourselves and each other, the effort even in their behalf would be lost.

Now, Brother Daniels, these wicked thoughts are of the writer and not intended to represent the views of any other member of my division. We are making a kind of a side line of this (drummer style) and if our regular letter don't appear O. T., just attribute it to the fact that this outburst has caused us to succumb to the inevitable, and—the new association will go just the same

C. W. M.

#### China Wedding.

Yesterday Mr. and Mrs. R. B. Stegall celebrated their china wedding, it being the twentieth anniversary of their marriage.

That the occasion might be fittingly observed they invited a number of their friends to meet them at Speer's café, where they had an elegant dinner served. The party consisted mostly of married couples. All went off pleasantly—even the twins were happy and chuckled in high delight.

When the last course was finished Conductor Stone, in a pleasant manner, presented them with a 100-piece china set of elaborate design. In the course his of remarks he said:

"To day is the twentieth anniversary of the marriage of Mr. and Mrs. R. B. Stegall. Twenty years ago to-day they embarked in matrimony and hand in hand started down the stream of time, each year adding its care, one year two of the n" (Applause) He meant the twins who sat near him. Continuing: "But I am here to talk about something else than the many cares growing up around you. I want to say that they have not caused you to forget your friends. Your course in life has given you many, who hearing of your intention to celebrate this day, decided to give you something befitting the occasion. In their behalf and my own, therefore, allow us the pleasure of presenting you with a dinner set of china, as a souvenir of that respect we feel for you and your many charges. Our offering is behind you."

It could not be seen. The present was concealed from view by curtains, and when Mr. Stegall turned to look in the direction indicated by the speaker he saw nothing.

Mr. Stegall feelingly responded, thanking the donors and his many friends for the interest manifested by them in them, and assured them the "charges were a source of enjoyment, and the happiest hours of his life are those he spends with them when his day's work is done."

Mr. and Mrs. Stegall have thirteen children. He has two other children by a former wife. This was what Mr. Stone called charges. The twins a boy and a girl, are named Albert Paul and Alberta Pauline.

Besides the present above mentioned, W. S. Rogers, of the Cincinnati Southern, sent a fine china fruit bowl, and an old schoolmate, J. W. Goldsmith, of Atlanta, an elegant china fruit set, Quite a number sent flowers.

After the speeches the curtains were laid aside and the rare gifts were exposed. They were tastefully arranged on a sideboard and table.—*From Chatanooga Evening News Nov. 21.*

GLENDIVE, Mont., Nov. 14.

Yellowstone Division No. 191 has recently been the recipient of a beautiful embroidered altar cloth from Mrs. R. B. Voorhies. It was presented to the division through her husband, Brother R. B. Voorhies, and informally accepted by our chief conductor, J. M. Rapelje.

At a regular meeting, held November 13, 1892, the following resolutions were adopted:

In view of the fact that time and circumstances would not permit us to give full expression or voice the sentiment of all our members earlier, does not in the least degree lessen our gratitude to the donor, Mrs. R. B. Voorhies, for the beautiful gift received from her hands.

*Resolved*, That individually and collectively, we, the members of Yellowstone Division No. 191, render our sincere thanks and add that we regard the gift as a token of friendship and we shall always treasure it as such and accept it in the spirit in which it was presented. And, be it further

*Resolved*, That so long as one vestige of this emblem shall remain that the friendship of the members of Yellowstone division and the donor shall not be severed, and after we have passed away to a peaceful abode, that the memory of the donor shall always be fresh and green in the minds of those that shall survive us and constitute Yellowstone Division No. 191.

*Resolved*, That a copy of these resolutions be presented to the donor, Mrs. R. B. Voorhies; that they be spread upon the minutes of this meeting, and published in the Glendive papers and the RAILWAY CONDUCTOR.

J. R. CONDIT,  
W. W. BERRY,  
T. P. CULLEN,  
Committee

NORTHUMBERLAND, Pa., Nov. 29, 1892.

*Editor Railway Conductor:*

Sunbury Division. 187, O. R. C., received a communication from Eastern Star Division, No. 8, L. A. to the O. R. C., of Sunbury, Pa., thanking them for a box to keep their rituals in, and Division 187, O. R. C., take this method of receipting for it, hoping they will continue on in their good work and meet with success in the work they have undertaken. We remain as ever,

SUNBURY DIVISION, 187.

NORTHUMBERLAND, Pa., Nov. 29, 1892.

*Editor Railway Conductor:*

A shower of kicks will meet this part of my letter, I am aware, but let it come. A good shower is a blessing at times, and this may moisten the ground enough to make something good spring from it.

We have a clause in our laws that debars a member from dealing in intoxicating liquors. Now, in Sunbury Bro. Jacob Felsing, an old member of the Order, was injured in a railroad collision, and it has left him in such a condition that he cannot follow his usual vocation, his legs being injured to such an extent, and to still make a living for himself, wife and family, and not become a burden to others, he starts in the hotel business: (and a good landlord he makes, as the writer and Bro. Carabar, of Division 168, along with other members of Division 187, can vouch for after being treated as we were at a social gathering there not long ago, and we would advise any who may come this way to go to the Hotel Cake and meet him; the street cars pass his door every twenty minutes). Of course others will say, why not try some other business? Well, there is the rub. We all know that a man cannot make a success in every line of business he undertakes, and he must study what is for his best, and I think as long as it is a legitimate business, and not an unlawful one, our laws should be so modified that it would allow a member having met with a disability so as to leave him unable to follow his trade, (and it is a trade), as a conductor, he be allowed to follow any business that is legal, and according to the law of the land, and I hear from a great many with the same views in my talks. Hoping to hear from others soon I will pass on and let them talk now.

Bro. Charles Sarvis is seen in his chair wagon on the street on all fine days, and sets an example to other Brothers. He is always found in the division room when it is opened, and also when it is closed. Always was willing before this stroke of paralysis came on him to assist in building up the organization by word and deed, and now when

his speech is gone and the use of one leg and arm also, he still calls to us by his strict attendance to also attend and do what we can. THE RAILWAY CONDUCTOR is his only trouble—it does not come often enough for him. He seems to be with all the writers, conversing with them while reading its contents.

I attended a box party of the L. A. O. R. C. at the house of Bro. Robt. Klines the other evening. We had a very pleasant time. Mrs. ———, the belle of the L. A. O. R. C., had a very sad mishap in coming to it. While crossing the railroad tracks she fell forward and spilled the contents of her basket, and getting very muddy herself, and while wrestling with the rails she spilled some sandwiches from her basket, but being very vexed she would not stop to pick them up, or explain to others what was the trouble.

Now, this same Belle of the party loves to join in all kinds of games, especially the one of pinning the tail on the donkey. Of course you have all seen it. A picture of a tailless donkey is pinned on the wall, each one of the party is then blindfolded and started off with the tail of the donkey to pin on and it creates quite a great amusement for all. Now, this Belle as aforesaid must have forgotten it was a donkey game, for she kept pinning the tail on as though she thought it was a cow and she was pinning on the milking apparatus to it. Well, more anon.

E. M. A.

BRAZIL STATION, Dec. 11, 1892.

*Editor Railway Conductor:*

I read the article in November Magazine over the signature of "J," and was much pleased with it, and it inclines me to give my ideas in regard to those fatal equipment, couplers. Having seen the Janney and the M. C. B. coupler applied to freight cars, and they seem to be the coming coupler, but with my nearly forty years of experience with couplers I should regret their adoption.

Looking the matter all over, I must give the preference to the Potter, and as that is not automatic it does not seem to be in line of consideration, but it is perfectly safe—as safe now when coupled with any and everything that comes, but when a train should be equipped with them, only set the cars together and any little boy could put in the links and drop the pins. The same thing in uncoupling. Then you get what the automatic will not give you—the slack of the links with which to start the train—and when all the roads have doubled and more than doubled the loads, with this great additional inertia to move, the same link and the same pin is used as when the

standard load was ten tons. The Potter supplies double strength to the connection, two links and two pins, getting over a road without breaking apart, from one to ten times is an exception, and coming together again often in spite of the best efforts of the crew.

The breakage on some roads per annum would more than supply Potter drawbars to the entire freight rolling stock. I venture that using the Potter and increasing the strength of the stem or draw bolt with the use of a nut, and back of that a drawbar key, full size, the breaking apart of trains would be almost impossible. Now, there is a constant watch, and a constant dread in running a freight train. The crew expect to make certain passing places for trains and break apart, and as the saying is get no where, but perhaps get together in some sag in the road and pile up. Then comes the correspondence in regard to it. Then the claim for over time, and the never ending trouble about that. Then why not adopt the Potter with the strength doubled and perfectly safe—the slack to start the train with? The patent must be run out, so it is anybody's property. The only objection is its weight, but it is not heavier than the Janney or M. C. B., or the Ames. If it will not pull out the weight will amount to nothing, as it will not have to be handled on the road.

All of which is respectfully submitted.

H. J. N.

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PIKE'S PEAK DIVISION, No 244, Dec. 8, 1892.  
*Editor Railway Conductor:*

I have the honor to make the following report of the business done by, and the condition of this division for the year ending December 8, 1892.

At the beginning of the present year there were 47 members belonging to the division, and since that time 7 have been added by transfer and 4 by initiation, making the total number belonging during the year, 58. From this we deduct 7 transferred to other divisions, 2 expelled, 1 withdrawn from the Order and 6 suspended for non-payment of dues and assessments. Of those suspended, 2 have since been re-instated, making a loss to the division of fourteen members and leaving the present enrollment 44, a net loss of 3 for the year.

When the books and accounts of the division were placed in my charge, there was a total indebtedness of \$350.55, as follows: \$95.05 due the grand division; \$67.00 for hall rent and \$188.50 as expenses on account of the sickness and death of Brother Morey of Division 41, Chicago.

During the year there was paid out as follows: For work of grievance committee, \$252.56; for

rent \$217.00; current expenses of division including salary of secretary and treasurer, \$109.00; flowers for Dave Byron's funeral, \$12.00; transfer dues of Brother Gilmore paid to Division 276, \$3.75; grand division, \$338.35; expenses on account of Brother Morey, \$188.50; making the total expenditures, \$1121.16. The receipts of the division from all sources were \$1,150.40, leaving the balance on hand to the credit of the division, \$29.24.

The division is, I think, entirely free from debt, excepting a balance of \$5.40 due Brother Wilkey as expenses on Santa Fe grievance committee, which is covered by an assessment due from Brother Madeira of \$7.25; also, the bill of Bro. Steele's nurse remains unpaid, but it has never been presented. This leaves the finances of the division in excellent condition, and with the surplus from the proceeds of our annual ball, which takes place to-night, our treasury will be in fine shape. The ball is already an assured financial success, and great credit is due the committee on arrangements for their excellent work.

The receipts of the division for the ensuing year, counting 44 members at \$7 each, will be \$308.00, and if each member will take a division card this amount will be increased \$44.00, as there is a profit of \$1 to the division on each card. Forty-one Brothers took division cards last year, and I hope all will do so the coming year.

Our expenses for the year will be about as follows: \$180.00 for rent; \$88.00 to grand division; besides these two items of expense, we may calculate on the expenses of a representative to the grand division, which meets in June, of \$100.00 or more, and besides this, if we send delegate to union meetings which may be held before the meeting of the grand division, there will be still more expenses to be provided for.

Thus we will see that our expenses for the ensuing year will greatly exceed our prospective income, and this means that we will need to be very careful and judicious in our expenditures.

In the insurance department, I am sorry to say, that we have but 15 members, and of this number 13 joined during the present year. One member stands suspended for not complying with insurance laws. I would earnestly urge every member to take out a policy, and when we consider the number of circulars, "begging circulars" we call them, that are received by the division during the year asking aid for the families of deceased and disabled Brothers who were not insured, it seems to me that it is the imperative duty of every member who considers the welfare of his family as a matter of any importance or has the good of the Order at heart, to take out an insurance policy without delay.

Thanking you all for your hearty co-operation in fulfilling the arduous duties of my office, and asking the same kindly considerations for my successor, I am yours in perpetual friendship,

E. J. WOOLHEATER.

### The Brotherhood Home.

President and Board of Managers.

LADIES AND GENTLEMEN: I herewith present to you the quarterly report of the three months I have held the office of secretary and treasurer of the B. of R. E. "Home," which I consider one of the highest compliments that could be conferred upon me, and thank you one and all for the confidence you bestowed upon me when my election took place. I have assumed an enormous responsibility, taking full charge of the financial part of the "Home," attending the sick and unfortunate without the kindly advice of a single friend, and have fought the battle alone, when my nearest friends advised me to let go. "It will do you no good in the end." But as the originator of this institution I consider it a part of myself, and it would be almost like severing a member from my body not to see it a success, and when the time comes when I can see "The Brotherhood of Railway Employés Home" a perfect success, second to none in the world, it will be one of the happiest days of my life. I have labored day and night, thinking, planning and working for the "Home," and if I have done well I am satisfied, as I am sure it is the best I could do under the circumstances in which the office and work were cast upon me, as we were in debt \$650 and not a cent to work with, while the expense was still accumulating.

In the last three months I have made 75 professional visits to the "Home" for different inmates; 11 special trips to the business part of the city for purchases of several kinds; spent two days at Cincinnati at the firemen's convention in behalf of the "Home;" 10 trips to the office of publication of the *Journal*, and an average of three hours per day of my time, Sunday inclusive, and rent of my office three months, free of charge, as per agreement August 2. All these things were necessary to be done, and I did them to save expense, as it is almost impossible to get anything done in Chicago but what some one wants from five cents to \$5 for it.

The "Home" is now situated at 383 Park avenue, Chicago, easily accessible to those who wish to visit it. The rent is but \$30 per month; pay a matron \$5 per week to take care of it; \$10 per week for a stenographer, and the actual expense of the living, groceries, fuel and light, is the whole amount.

You will see by my report that the *Journal* is in debt to the "Home" \$155.63, which includes stamps and stationery of all kinds, whether for the "Home" or *Journal*, but expect soon to have it on a paying basis, by the kindly efforts of our advertising manager, D. J. De Long.

In closing my report, I wish to say in behalf of the inmates of the "Home," the board of managers and subordinate lodges of the several organizations and individual members, I thank you all for your hearty co-operation in trying to make the "Home" as much of a success as it is, though it has been a struggle. I have tried to frame this report so as to give you all as thorough a knowledge of our financial standing as possible. Though not a financial success, we are very successful in taking care of the unfortunate. The great growth of the several organizations is apparent from their reports, and if one and all would do their part by contributing their mite we could build and maintain a "Home" for the unfortunate railway man that would stand out before the world a monument of organized labor.

We are now caring for three inmates—an engineer, fireman and conductor, with two more applications, an engineer and brakeman. Two of our inmates, both brakemen, have discontinued living at the "Home" on account of their obtaining situations by which they can earn their own livelihood, having learned their trades while inmates of the institution.

Receipts and disbursements for the quarter ending October 31st, A. D. 1892:

MONTH.	RECEIPTS.		TOTAL.
	DONAT'NS.	JOURNAL.	
August.....	\$ 33.57	\$222.90	\$256.47
September.....	183.00	90.60	273.60
October.....	238.45	138.60	17.00
Miscellaneous.....	17.00		
	\$472.02	\$452.10	\$924.12
	EXPENDITURES		
	AUG.	SEPT.	OCT.
H. H. Ex. Home.....	\$ 39.00	\$75.00	\$103.89
Furniture.....	17.15	12.00	37.60
Journal.....	253.71	149.38	204.64
	\$309.86	\$236.45	\$346.13
			\$892.44

### FINANCIAL STANDING NOV. 1, 1892

ASSETS.	
Cash on hand.....	\$ 21.18
Receipts for quarter.....	924.12
Account subscriptions receivable.....	284.55
Account cash receivable advertising.....	348.00
Remainder from former treasurer.....	54.59
On deposit at postoffice.....	10.00
Invoice furniture.....	159.60
	\$1,822.04

LIABILITIES.	
Disbursements for quarter.....	\$892.44
L. C. Mann, clerk.....	150.85
Hornstein Brothers.....	154.34
J. N. Kearney.....	1.40
L. M. Shepard.....	15
F. J. Griffin.....	45
Mrs. Shelly, clerk.....	8.75
Mrs. Harwood, matron.....	33.50
D. J. De Long.....	49.63
A. N. Kellogg Newspaper Co.....	327.50
Moore Brothers.....	56.00
Max Mullen.....	103.64
H. Schwall.....	33.87
	\$1,813.52

Assets over liabilities.....	8.52
	\$1,822.04

Respectfully submitted.  
F. M. INGALLS, Secretary and Treasurer.

## Elections.

## CHICAGO DIVISION, NO. 1.

CHICAGO, Ill., Dec. 19, 1892.

At a meeting held December 18th the following officers were elected: C. H. Warren, C. C.; G. C. depot, Chicago; C. A. Millard, A. C. C.; E. A. Sadd, Sec. and Treas., room 1, Union depot, north wing, Chicago; Wm. Kilpatrick, S. C.; J. H. Penfield, J. C.; Frank Slate, I. S.; A. W. Connor, O. S.; F. S. Stimson, delegate; Norman Watkins, alternate; Wm. Kilpatrick, C. Cor., 229 Park avenue, Chicago.

Yours in P. F.,

E. A. SADD.

## ST. LOUIS DIVISION, NO. 3.

ST. LOUIS, Dec. 11, 1892.

Division No. 3 held its annual election this afternoon, and the following Brothers were elected for the year 1893: Dell Robison, C. C.; J. J. Murphy, A. C. C.; W. F. Lewis, Sec. and Treas.; G. E. Williams, Sr. C.; C. D. Kellogg, Jr. C.; A. F. Walsh, I. S.; F. L. Young, O. S.

Bro. James M. Babcock, delegate; Bro. W. A. Reiman, alternate.

Respectfully yours in P. F.,

W. F. LEWIS,

2849 Russell avenue.

## ROCHESTER DIVISION, NO. 8.

ROCHESTER, N. Y., Dec. 20, 1892.

At a regular meeting of this division Sunday, the 18th, the following officers were elected for the ensuing year: Wm. Troan, C. C., No. 383½ Troup street; W. H. McNaughton, A. C. C.; D. E. Phillips, Sec. and Treas., No. 4 Rundel Park; M. P. Steimes, Sr. C.; F. S. Hammond, Jr. C.; John Michel, I. S.; A. J. Harrington, O. S.; J. O. Spelman, delegate; No. 9 Henion Place; Wm. Troan, alternate, No. 383½ Troup street. Division Committee—Bros. W. L. Emery, No. 11 Saratoga ave.; W. H. McNaughton, B., R. & P. Ry. depot; Wm. Troan, No. 383½ Troup street.

Yours in P. F.,

D. E. PHILLIPS, Sec. and Treas.

## LACKAWANNA DIVISION, NO. 12.

SCRANTON, Pa., Dec. 11, 1892.

The following officers were elected to-day: F. F. Stevens, C. C.; O. J. Miller, A. C. C.; John Renchler, Sec. and Treas.; Adam Frownfelker, Sr. C.; J. J. Dooley, Jr. C.; J. B. Bozart, I. S.; P. Singer, O. S. Representative to the Grand Division, F. F. Stevens; alternate, Adam Frownfelker. Division Committee—F. F. Stevens, M. Finnerty and George Ludlow.

Yours in P. F.,

JOHN RENCHLER, Sec and Treas.

## UNION DIVISION, NO. 13.

ST. THOMAS, ONT., Dec. 13, 1892.

We held our annual election of officers on Sunday, December 11, with a very large attendance, and elected as follows: T. C. Jones, C. C.; F. W. Cowley, A. C. C.; J. MacKenzie, Sec. and Treas.; Pat Calahan, Sr. C.; Peter Stewart, Jr. C.; J. A. Kilgour, I. S.; Charles Southwell, O. S. Division Committee—T. C. Jones, P. Stewart and Oscar Rimpf, M. C. R. R. Grievances—O. Rimpf, Pat Calahan and Pat Markham, G. T. R. Grievance—T. C. Jones, C. Southwell and Thos. Lees, C. P. R. Delegate, T. C. Jones; alternate, J. MacKenzie. Peter Stewart, Division 12, and Bro. C. H. Wilkins, A. G. C. C., were with us, and we had a pleasant and instructive time, having a closed meeting at 2 p. m., and at 7 p. m. We opened the doors of Conductors' Hall and gave a hearty welcome to all the sister organizations to join us with a greeting to our Grand Officer, which was appreciated by all, thereby making our harmonious relations which have existed for years more harmonious than ever. With regrets to Bro. Wilkins for having to leave us so soon to attend to other places.

Yours very truly in P. F.,

J. MACKENZIE.

## TOLEDO DIVISION, NO. 26.

TOLEDO, Ohio, Dec. 26, 1892.

The following election of officers of Toledo Division, No. 26, for 1893, election December 11th: M. A. Loop, C. C., No. 626 Walbridge ave., Toledo, O.; B. O. Smith, A. C. C., 1332, Ontario street, Toledo, O.; H. O. Wright, Sec. and Treas., Penna. depot, Toledo, O.; Monroe Wendell, S. C., No. 727 S. Erie street, Toledo, O.; Dwight McKey, J. C., No. 581 Oakwood ave., Toledo, O.; J. P. Deal, I. S., No. 426 Knower street, Toledo, O.; L. L. Barrus, O. S., No. 1328 Ontario street, Toledo, O.; E. W. Purritt, delegate, No. 514 Magnolia street, Toledo, O.; O. B. Clark, alternate, No. 232 Erie street, Toledo, O.

H. O. WRIGHT, Sec and Treas.

## KEYSTONE STATE DIVISION NO. 32.

MEADVILLE, Pa., Dec. 19, 1892.

At regular meeting Sunday, Dec. 18, 1892, Division 32 elected officers for the ensuing year as follows: M. Haugh, C. C., No. 117 Dock street, Meadville, Pa.; L. A. Rose, A. C. C.; Geo. A. Thompson, Sec. and Treas., No. 356 Pine street, Meadville, Pa.; D. Noonan, S. C.; J. W. Bryant, J. C.; H. Myers, I. S.; L. Kerr, O. S.; Geo. A. Thompson, D. Noonan, T. B. Hewitt, Div. Com.; T. B. Hewitt, delegate to grand division; E. M. Keef, alternate.

Yours truly in P. F.,

GEO. A. THOMPSON.

BOONE DIVISION NO. 34.

BOONE, Iowa, Dec. 14, 1892.

At the regular meeting of Boone Division 34, held Dec. 12, 1892, the following were elected to fill the offices for 1893: Frank Champlin, C. C., Boone, Ia.; C. A. Hamling, A. C. C., Boone, Ia.; W. L. Butler, Sec. and Treas., Boone, Ia.; E. J. Connell, Sr. C., Boone, Ia.; H. C. Kneeland, Jr. C.; W. E. Jones, I. S.; D. T. Fiegley, O. S.; W. B. Parkin, delegate to grand division; Chas. A. Hamling, alternate; Div. Com., W. E. Jones, chairman; W. F. Conners, Jerome Devers.

Very truly yours in P. F.,  
WM. B. PARKIN, Sec'y.

ST. PAUL DIVISION NO. 40.

ST. PAUL, Dec. 23, 1892.

At the regular meeting of this division, held on Sunday Dec. 18, the following officers were elected for the ensuing year: J. D. Condit, C. C.; T. E. Leonard, A. C. C.; M. N. Goss, Sec. and Treas.; Chas. F. Sewall, Sr. C.; E. L. Gilboy, Jr. C.; Jules Theis, I. S.; B. A. Waters, O. S.; J. D. Condit, delegate; F. A. Brainerd, alternate; F. E. Horey, H. W. Field, J. J. McMannis, division committee.

All of the above officers were duly installed by Brother P. W. O'Neil, of the Milwaukee division, in a manner that made it very impressing.

The address of the chief conductor and secretary and treasurer will remain the same as in the past.

Yours truly in P. F.,  
M. N. GOSS, Sec'y.

DENVER DIVISION NO. 44.

DENVER, Dec. 18, 1892.

The following officers were elected at the December election: D. A. Clark, C. C.; W. S. Ammon, A. C. C.; C. H. Gardner, Sec. and Treas.; J. A. Graham, Sr. C.; J. J. Early, Jr. C.; Frank Smith, I. S.; M. M. Blake, O. S.; J. L. Kissick, J. W. Masten, W. W. Hancock, G. and Div. committee; J. W. Mastin, correspondent, residence 1243 Evan street. Local committee—J. L. Kissick, U. P.; W. W. Hancock, D. & R. G.; Ed Stabler, A. T. & S. F.; G. R. Henson. B. & M. Delegate, J. J. Bresnahan, 2712 Stout street; alternate, J. L. Kissick.

MILWAUKEE DIVISION NO. 46.

MILWAUKEE, Dec. 11, 1892.

I concluded to give you a synopsis of the election in Division 46, as far as the highest officers go. The other officers you will notice on annual report. T. W. Tucker, C. C.; H. L. Simpson, A. C. C.; E. A. Sims, Sec. and Treas.; Delegate—P. W. O'Neil; alternate, C. W. Mitchell. Trustees and local grievance committee—W. J. Durbin, P. W. O'Neil, C. W. Mitchell.

Yours fraternally,  
ED. A. SIMS.

INTERNATIONAL DIVISION NO 48.

DETROIT, Mich., Dec. 18, 1892.

At a regular meeting of Division No. 48, Dec. 18, the following officers were elected for 1893: E. D. Schaffer, C. C., 417 Twenty-fourth street, Detroit; Wm. H. McAllister, A. C. C.; F. C. Smith, Sec. and Treas.; M. Kelly, Sr. C.; Chas. F. Mitchell, Jr. C.; A. J. Eley, I. S.; E. Fox, O. S. Delegate, J. B. Carney; alternate, F. C. Smith. J. Turnbull, F. L. Depue, J. Chandler, division committee.

Yours truly in P. F.

F. C. SMITH, Sec. and Treas.

NEVERSINK DIVISION NO. 52.

PORT JERVIS, N. Y., Dec. 20, 1892.

At the regular meeting of Neversink Division held December 11th, the following officers were elected for the ensuing year: N. Decker, C. C.; A. Cortright, A. C. C.; I. B. Cole, Sec. and Tres.; Dewit Davis, Sr. C.; A. F. Sloan, Jr. C.; Charles Bilz, I. C.; H. E. Daniels, O. C. Bro. T. Welsh was elected delegate and Bro. W. H. Lent, alternate.

Yours in P. F.,  
I. B. COLE, Sec.

KAW VALLEY DIVISION NO. 55.

KANSAS CITY, Mo., December 12, 1892.

The annual election Kan Valley Division No. 55 was held Sunday December 11th, 1892. Result as follows: W. D. Van Bergen, C. C., 18 East 11th street; H. B. Fields, A. C. C.; Geo. W. Rose, Sec. and Treas.; Hans Carr, Sr. C.; H. V. Sheridan, Jr. C.; W. A. Mendenhall, I. S.; Chas. Milliken, O. S.; Wm. Welch, delegate, also Past C. C., address P. O. box 414, Kansas City, Mo.

Yours in P. F.,  
GEO. W. ROSE, Sc.

ALAMO DIVISION NO. 59.

TEXARKANA, December 26, 1892.

The following officers were elected and installed for the year 1893 at our regular meeting, December 20, 1892: J. W. Carter, C. C.; F. F. Evans, A. C. C.; John Carmichael, Sec. and Treas., delegate and cipher custodian, box 33; A. L. Burke, Sr. C.; R. I. Hines, Jr. C.; Ben Pegg, I. S.; Tom Roberts, O. S.; J. C. Nichols, Longview, Texas; J. W. Carter, F. F. Evans, Division Committee; C. R. Johnson, alternate delegate.

Yours in P. F.,  
JOHN CARMICHAEL, Sec.

EL PASO DIVISION, NO. 69.

EL PASO, Texas, Dec. 4, 1892.

The following list of officers for Division 69 were duly elected and installed: M. Dillon, C. C.; S. R. Comfort, A. C. C.; A. W. Spencer, Sec. and Treas.; F. P. Devoe, Sr. C.; J. S. Moss, Jr. C.; D. A. Hause, I. S.; W. M. Stockwell, O. S.; delegate, L. L. Smith; alternates, A. Prickett,

M. Dillon and F. P. DePoe. Division Committee,  
A. Prickett, C. W. Christley and L. L. Smith.

Yours in P. F.,

A. W. SPENCER, Sec.

MONTEZUMA DIVISION, NO. 70.

EAST LAS VEGAS, N. M., Dec. 14, 1892.

Please find below a list of the officers elected at a regular meeting held Sunday December 11th, 1892, for the coming year: Bro. Charles Oder was elected delegate to Grand Division to be held in Toledo, Ohio, May, 1893; Bro. W. W. Alcott, alternate: R. F. Hays, C. C.; Ed Moore, A. C. C.; J. M. Leseney, Chairman Local Griev. Com. Wm. W. Alcott, vice " " " " R. F. Hays, Sec. " " " " C. H. Stevenson, Sec. and Treas.

Yours in P. F.,

C. H. STEVENSON, S. and T. Div. 70.

GREER DIVISION, NO. 72.

FARGO, N. D., Dec. 21, 1892.

Following is a list of officers elected for 1892, of Division 72: O. S. Humes, C. C.; W. J. Crawford, A. C. C.; M. S. Walsh, Sec. and Treas.; F. M. James, Sr. C.; B. H. Kress, Jr. C.; Thomas Dunn, I. S.; E. J. Knowells, O. S. Delegate to Grand Division, O. S. Humes; alternate, M. S. Walsh.

Yours in P. F.,

M. S. WALSH.

HENWOOD DIVISION, NO. 74.

DECATUR, Ill., Dec. 6, 1892.

The following list is officers elected for 1893: E. H. Jones, C. C.; J. H. Voss, A. C. C.; Dan O'Brien, Sec. and Treas.; F. W. Wood, Sr. C.; Geo. Wood, Jr. C.; J. H. Sears, I. S.; F. M. Parker, O. S.; E. H. Jones, delegate; A. E. Hughes, alternate.

Yours in P. F.,

F. W. WOOD, S. and T. Div. 74.

PALESTINE DIVISION, NO. 77.

PALESTINE, Texas, Dec. 15, 1892.

We had our special meeting for the election of officers for the next year on the 11th, with the following result: F. E. Dennison, C. C.; F. D. Hubbard, A. C. C.; B. F. Blount, Sec. and Treas.; P. McCormick, Sr. C.; C. S. Pawkett, Jr. C.; W. C. Galloway, I. S.; Irvin McNeece, O. S.; delegate, J. L. Bead; alternate, J. S. Sarvis.

Yours truly in P. F.,

B. F. BLOUNT.

WEST FARNHAM DIVISION NO. 80.

MONTREAL, Dec. 19, 1892.

At the last meeting of West Farnham Division No. 80, the following officers were elected for the year 1893: E. R. Parsonage, C. C.; J. E. Cun-

ingham, A. C. C.; T. Loisselle, Sec. and Treas.; H. Wallace, Sr. C.; T. O. Dale, Jr. C.; P. F. Dolan, I. S.; A. Tonks, O. S. Delegate to grand division—J. E. Cunningham; alternate—F. G. Martyn. Cipher code—J. E. Cunningham; corresponding secretary—F. G. Martyn. Local grievance committee—E. R. Parsonage, H. Wallace, P. F. Dolan. Wishing all the O. R. C. a happy New Year, I remain,

Yours in P. F.,

JOS. MOREAU, Sec. and Treas.

FRIENDSHIP DIVISION, NO. 81.

BEARDSTOWN, Ill., Dec. 12, 1892.

Below please find names of officers elected December 11th, to serve Division 81 for the following year: Charles Ireland, C. C.; J. C. Eidson, A. C. C.; Peter Beck, Sec. and Treas.; F. L. Gibbs, Sr. C.; A. J. Frazier, Jr. C.; M. Flaharty, I. S.; S. D. Stevens, O. S.; delegate, G. S. Cannan; alternate, P. Beck. Member Grievance Committee for Springfield Division O. & M. railroad and chairman of committee, L. J. Golden, postoffice, Beardstown, Ill. Member of Grievance Committee for Rock Island Division C., B. & Q., to serve three years, Bro. F. H. Willis. Member of Division Committee, Bro. Chas. Ireland.

Respectfully yours,

L. J. GOLDEN.

MONON DIVISION, NO. 89.

LOUISVILLE, Ky., Dec. 18, 1892.

Enclosed find a list of division officers elected to-day: J. G. Harrison, C. C., No. 1342 Twelfth street, Louisville, Ky.; H. C. McKenney, delegate and cipher correspondent, C. O. & S. W. depot, Fourteenth and Kentucky streets, Louisville, Ky.; P. W. Kalibur, alternate delegate and chairman of Grievance Committee, L. & N. R. R., 1216 Twelfth street, Louisville, Ky.; C. S. Dodson, Sec. and Treas., and chairman of Division Committee, 214 E. Oak street, Louisville, Ky.; J. T. Collins, Jr. C.; Mike Lanahan, Sr. C.; Terry Lyons, I. S.; S. M. Lowvena, O. S.; J. J. Wells, A. C. C. Grievance Committee—P. W. Kalebur, Mike Lanahan, John Harris, L. & N. R. R. J. B. O'Neil, J. H. Skelton, Lynn Vanarsdale, L. S. J. W. Whedon, Wm. Dyer, Geo. Aikin, C., O. & S. W.; B. Finnigan, J. W. Pullian, J. J. Tilford, L., St. L. & Texas.

Yours in P. F.,

C. S. DODSON.

MT. HOOD DIVISION, NO. 91.

WOODBURN, Ore., Dec. 15, 1892.

The following are the officers elected last Sunday by Division 91: Sam Stewart, C. C., general yard master. Portland; G. W. Dustin, A. C. C.; W. S. Bennett, Sr. C.; Charles Miller, Jr. C.; J.

M. Stroud, I. S., the oldest conductor in Oregon, and the first; M. Young, O. S.; J. M. Poorman, Sec. and Treas., Woodburn, Ore.; J. J. Blew, delegate, Portland; R. T. Hedrick, alternate, Portland; Sam Stewart, cipher correspondent, Union depot, Portland; L. W. Canady, correspondent for *Journal*.

We will move in the finest hall in Portland on January 1st.

Yours truly in P. F.,

J. M. POORMAN, Sec.

OATLEY DIVISION, NO. 102.

GRAND RAPIDS, Mich., Dec. 18, 1892.

At a regular meeting of Oatley Division No. 102, O. of R. C., December 18th, 1892, the following officers were elected to serve for the ensuing year: Wm. J. Pangborn, C. C.; Clark S. Rogers, A. C. C.; S. H. Wallace, Sec. and Treas.; Wm. S. Stevens, Sr. C.; Wm. McDonald, Jr. C.; Wm. A. Wolf, I. S.; Wm. W. Long, O. S.; F. J. Richmond, trustee; F. Volkert, delegate; F. H. Lamkin, alternate; Frank H. Lamkin, John J. Deem and Frank J. Richmond, general grievance committee. There was but little opposition to any of the officers except the office of out side sentinel. There were four candidates in the field, and each one a little suspicious of the other. The nominees were Brothers Volkert, Lamkin, Long and Johnston. First ballot no choice, but it was readily seen that Brother Volkert was the favorite, and it was already visible in his countenance that he imagined himself sitting out in the ante-room behind a cigar, while the rest of the boys were performing their respective duties in the division room, while at the same time he would receive his share of the honors. But on the second ballot matters were reversed, and Brother Long, having received a majority of the votes cast, was declared elected. Brother Volkert was appointed installing officer, and Brother John J. Deem as marshal. After having gone through the installing ceremonies, division closed in due form.

Yours in P. F.,

S. H. WALLIZE, Sec.

CENTRALIA DIVISION, NO. 112.

CENTRALIA, ILL., Dec. 19, 1892.

The election for officers of Centralia Division, No. 112, for the ensuing year resulted as follows: C. C. Davis, C. C.; T. J. Wright, A. C. C.; J. L. Davis, Sec. and Treas.; W. A. Deveny, Sr. C.; Wm. Wamsley, Jr. C.; H. H. Irle, I. S.; J. W. Williams, O. S.; grievance committee, E. L. Myers, chairman, J. D. Williams and L. A. Wampler. Delegate, C. C. Davis; alternate, T. J. Wright.

Yours in P. F.,

J. L. DAVIS, Sec. No. 112.

R. B. HAWKINS DIVISION, NO. 114.

ALTOONA, PA., Dec. 15, 1892.

At a regular meeting of R. B. Hawkins Division, No. 114, held Sunday December 4th, 1892, the following officers were elected: John Watters, C. C., room 11 union station, Pittsburg, Pa.; Wm. B. Chislet, A. C. C.; room 11 union station, Pittsburg, Pa.; George E. Vance, Sec. and Treas. 1309 Eleventh street, Altoona, Pa.; J. L. Robson, Sr. C.; Joseph Flood, Jr. C.; Charles B. Butler, I. S.; H. G. Winters, O. S. Delegate to Grand Division, George E. Vance; alternate delegate to Grand Division, H. B. Pierce.

Yours in P. F.,

GEO. E. VANCE, Sec. and Treas.

EL CAPITAN DIVISION, 115.

OAKLAND, CAL., Dec. 13, 1892.

You may want something to fill up the columns of THE CONDUCTOR, so please find below names of officers elected and installed 10th inst. for ensuing term: T. Billingslea, C. C., No. 317 Turk street, San Francisco, Cal.; J. C. Fielding, A. C. C.; Ben Hager, Sr. C.; J. C. Carroll, Jr. C.; J. T. Marr, Sec. and Treas., No. 364 East Eleventh street, Oakland, Cal.; Thomas Rolfe, I. S.; H. W. Barry, O. S. Delegate to Grand Division, J. T. Marr; alternate, H. W. Clark, division committee, A. H. Leese, chairman, E. J. Janicki, T. J. Hunt.

Yours in P. F.,

J. T. MARR, Sec.

MINNEAPOLIS DIVISION NO. 117.

PERRY, Dec. 18, 1892.

Last Sunday, Dec. 11, Division 117, located at Minneapolis, Minn., held a special session at 10 o'clock a. m., for the purpose of conferring degrees, when we conferred the third degree on five brothers and first and second on one candidate. At the regular session at 2:30 p. m., the annual election of officers took place with the following result: Geo. M. Miles, C. C.; Geo. Elmer, A. C. C.; Geo. J. Pfeiffer, Sec. and Treas.; W. J. Beatty, Sr. C.; C. M. Torrence, Jr. C.; Pete Nowlan, I. S.; J. C. McCarty, O. S. Delegate—Geo. M. Miles; alternate—Geo. Elmer.

The most pleasing and also affecting feature of the regular session was the presentation of a gold headed cane and box of cigars to Brother Geo. M. Miles, by the division, through its committee, Brother P. C. Geo. F. Fairchild, with a few appropriate remarks. Brother Miles was taken completely by surprise and was so overcome that he could not reply.

Minneapolis Division 117 has experienced a decided boom during the months of November and December, having conferred twenty-three degrees in that time, and now one hundred and

seventeen members appear on the rolls. I wish every division of the Order could show as good work as this, although I suppose some can show up better,  
Your truly in P. F.,

GEO. ELMER,  
705 Jewett Place, Minneapolis, Minn.

DANVILLE DIVISION NO. 118.

DANVILLE, Ill., Dec. 12, 1892.

Danville Division 118 met in regular session on Dec. 11, 1892, and under the proper head proceeded to elect officers for the ensuing year as follows: Otto Smith, C. C., Danville, Ill.; C. M. Johnson, A. C. C.; E. S. Davis, Sec. and Treas., 610 Kimball street, Danville; W. A. Whited, Sr. C.; T. M. Daniels, Jr. C.; W. C. Holmes, I. S.; C. H. Long, O. S. Delegate to grand division—F. W. Smith, Crete, Ill.; alternate—C. M. Johnson. Division committee—F. M. Hamilton, chairman; Wm. Bell, A. N. Fies-ter. Respectfully yours in P. F.,

E. S. DAVIS, Sec. and Treas.

ST. JOSEPH DIVISION, NO. 141.

ST. JOSEPH, Mo., Dec. 12, 1892.

At a large and enthusiastic meeting yesterday, the following officers were elected for the ensuing year: J. B. Call, C. C.; J. T. Dawson, A. C. C.; L. F. Eib, Sec. and Treas.; P. F. Barry Sr. C.; Ben Throop, Jr. C.; T. J. Lynch, I. S.; John Cannon, O. S.; L. F. Eib, delegate; J. B. Call, alternate. Trustees—J. T. Dawson, E. A. Foote and C. A. Ransome.

Yours in P. F.,

I. E. KIMBALL.

E. A. SMITH DIVISION 146.

FITCHBURG, Dec. 26, 1892.

Following are the officers elected for the year 1893: J. N. Bondreau, C. C.; J. E. Stores, A. C. C.; J. J. Sullivan, Sec. and Treas.; C. H. Manchester, Sr. C.; A. A. Wiley, Jr. C.; F. H. Holden, I. S.; J. Malbuff, O. S. Regular delegate—J. E. Stores. Cipher correspondent—J. J. Sullivan. Yours truly in P. F.,

J. J. SULLIVAN.

EAGLE GROVE DIVISION NO. 164.

EAGLE GROVE, Iowa, Dec. 25, 1892.

Division 164 elected the following officers this afternoon: James Sterling, C. C.; G. H. Merrill, A. C. C.; E. G. Yoakam, Sec. and Treas.; J. M. Harion, Sr. C.; H. M. Belt, Jr. C.; John Chambers, I. S.; F. B. Holley, O. S. Delegate to grand division—E. G. Yoakam; alternate—Wm. Boylson. Grievance committee—Wm. Winebrenner, Wm. Boylson, T. H. Keefe.

Yours in P. F.,

E. G. YOAKAM, Sec. and Treas.

LICKING DIVISION NO 166.

NEWARK, O., Dec. 14, 1892.

On Dec. 4, 1892, at a regular stated meeting of Licking Division 166, O. R. C., election of officers for the year 1893 was held. The following named brothers were elected: S. F. Moore, C. C., 33 Clinton street, Newark, O.; F. M. Harris, A. C. C.; John Thornton, Sec. and Treas., Yearley House; Ira M. Herron, Sr. C.; C. W. Smith, Jr. C.; D. J. Caldwell, I. S.; James Hayes, O. S. Delegate to grand division—Wm. Lamb; alternate—John Doyle Jr.; cipher code—S. F. Moore. Grievance committee—S. F. Moore, chairman, Wm. Lamb, F. M. Harris. Correspondent—F. R. Woodward.

Yours in P. F.,

JOHN THORNTON, Sec. and Treas.

JERSEY SHORE DIVISION NO 168.

JERSEY SHORE, Pa., Dec. 20, 1892.

At their regular annual election, held Sunday, Dec. 18, Division 168 elected the following officers: I. Bowen, C. C.; W. S. Caraher, A. C. C.; W. H. Smith, Sec. and Treas.; G. D. Gray, Sr. C.; Thos. Smith, Jr. C.; C. M. Freer, I. S.; J. B. Kissel, O. S. Delegate—J. T. Mullen; alternate—I. Bowen. Yours in P. F.

J. L. BOYER.

CAMDEN DIVISION, NO. 170.

CAMDEN, N. J., Dec. 21, 1892.

At a special meeting Sunday, December 18, the following officers were elected and installed for the ensuing year: A. E. Ludlow, C. C.; J. A. Bates, A. C. C.; J. P. Ancker, Sec. and Treas.; S. C. Hankinson, Sr. C.; Fillmore Lewis, Jr. C.; W. B. Ludlow, I. S.; Enos Simkins, O. S.; delegate, John G. Clark.

Yours truly in P. F.,

J. P. ANCKER, S. and T.

MEMPHIS DIVISION, NO. 175.

MEMPHIS, Tenn., Dec. 14, 1892.

*Editor Railway Conductor:*

I hand you the list of officers elected by Division 175, O. R. C., to serve for the year 1893. We will have a public installation of officers on the night of December 31st, 1892, and would be pleased if you and Bro. Clark could be with us. Division 175 is in line, and is watching with *Eagle* eye the issue of the day, and is nothing the plutocratic grasping of power and its endeavor to corrupt the courts and the law-making power of our land, and the members of this division are also glad to note the growth of *confederation* among the railway employes of America, and we believe that it will be a great engine of power in righting the wrongs of the railway employes, and we beg

to assure our brethren that Division 173 will be found in the front ranks.

The year 1892 closes with a good many heart-burns among our laboring masses, and it would not be at all strange if we, as a division, have our proportion. But as a rule our members are fairly well situated, and but very few clashes and but little friction between employes and employers, and we hope 1893 may date a year of greater prosperity than the one just closing.

LIST OF OFFICERS.

W. B. Learnard, C. C.; M. C. Galloway, A. C. C.; B. J. Jacoway, Sec. and Treas.; J. H. Kibler, Sr. C.; G. A. Robinson, Jr. C.; L. L. Fairbanks, I. S.; J. E. Jones, O. S.; W. H. Sebring, delegate to Grand Division; W. B. Learnard, alternate; W. H. Sebring, correspondent. Division Committee—J. H. Kibler, J. H. Kirkland, Ed. Hickey.

Wishing our grand officers and our fraternity a merry Christmas and a happy New Year,

I am yours in P. F.,

EXCELSIOR.

ALLIANCE DIVISION, NO. 177.

ALLIANCE, Ohio, Dec. 19, 1892.

Dear Sir and Brother—Below find names of officers elected for 1893, Alliance Division, 177, Sunday, December 18, 1892: P. B. Bowers, C. C.; H. R. Bowden, A. C. C.; M. R. Mathews, Sec. and Treas.; Ed. A. McCowen, Sr. C.; Arza Hamlin, Jr. C.; H. H. Hoyer, I. S.; D. A. Bradshaw, O. S. Delegate to Grand Division, M. R. Mathews; alternate, George H. McKinley. Division Committee—P. B. Bowers, chairman; Ed. A. McCowen, H. H. Hoyer.

Yours in P. F.,

M. R. MATHEWS, S. and T.

BUCYRUS DIVISION, NO. 193.

BUCYRUS, Ohio, Dec. 19, 1892.

At a regular meeting held by Bucyrus Division, 193, December 18, 1892, the following officers were elected and installed for the ensuing year, 1893: A. J. Wurzauf, C. C.; E. F. Morse, A. C. C.; W. H. Miller, Sec. and Treas.; L. E. Wharton, Sr. C.; W. B. Baylor, Jr. C.; D. W. Young, I. S.; E. S. Hannan, O. S.; W. H. Miller, delegate; E. F. Morse, alternate. Division Committee—A. J. Wurzauf, W. B. Baylor, D. W. Young.

Yours truly in P. F.,

W. H. MILLER, S. and T. 193.

BROOKFIELD DIVISION, NO. 194.

BROOKFIELD, Mo., Dec. 6, 1892.

At an election of officers held on the 4th day of December, the following were chosen: J. F. Doan, C. C.; Theodore Hooper, A. C. C.; J. J. Bryant, Sec. and Treas.; A. Hearn, Sr. C.; A. Butler, Jr.

C.; I. P. Strat, I. S.; J. Dailey, O. S. Delegate to Grand Division, J. Dailey; alternate, J. F. Doan. F. H. Ustick, A. Butler and H. H. Murphy were elected trustees for the ensuing year.

Yours in P. F.,

J. J. BRYANT,

Sec. and Treas. of Brookfield Div. 194.

ST. JOHNS DIVISION NO. 196.

JACKSONVILLE, Fla., Dec. 25, 1892.

At a regular meeting of St. Johns Division 196, Sunday, Dec. 18, 1892, the following officers were elected for the ensuing year: C. H. Burrows, C. C.; S. F. Shaffstall, A. C. C.; G. C. Floyd, Sec. and Treas.; W. T. Hubbard, Sr. C.; G. P. Sowell, Jr. C.; A. Drysdale, I. S.; J. C. Russ, O. S. S. L. Earle, delegate, and E. C. Dearborn, alternate, to the 24th session of the Grand Division to be held at Toledo, Ohio, the second Tuesday in May, 1893.

T. B. Anderson, J. L. Baker and M. E. Hunt were elected to serve as trustees, finance and grievance committee for the ensuing year.

Yours truly in P. F.,

G. C. FLOYD, Sec. and Treas.

PALMETTO DIVISION NO 208.

CHARLESTON, S. C., Dec. 6, 1892.

The anniversary meeting of Palmetto Division No. 208, Order of Railway Conductors, was held yesterday, December 4, at Irish Volunteer Hall, at 1 o'clock p. m. The election of officers for the ensuing year resulted as follows: George W. Gruber, C. C.; T. A. Sellers, A. C. C.; H. L. Pickney, Sec. and Treas.; William A. Eason, Sr. C.; J. F. Kirkland, Jr. C.; E. B. Brown, I. S.; William E. Seyle, O. S. Delegate to grand division—S. C. Gilbert; alternate—W. F. Sullivan. Trustee for term of two years—W. H. Carsten. Cypher correspondent—H. L. Pickney. Chairman relief committee—R. T. Jordan.

STEVENS POINT DIVISION NO. 211.

STEVENS POINT, Wis., Dec. 15, 1892.

Stevens Point Division 211 on Dec. 14, 1892, elected the following officers for the ensuing year: Chas. G. Murray, C. C., Stevens Point, Wis.; Fenner E. Bement, A. C. C.; Ben F. Bowen, Sr. C.; Edw. J. Regan, Jr. C.; John A. Killinger, I. S.; Geo. Thorn, O. S.; Geo. T. Sweetnam, Sec. and Treas. Grievance committee—Chas. G. Murray, chairman, Eugene Hamilton, 479 Cass street, Milwaukee; Jas. H. Brazier. Geo. T. Sweetman, delegate; Chas. G. Murray, alternate. Eugene Hamilton, of 479 Cass street, Milwaukee, was elected to carry the cypher code of the Grand Lodge for the ensuing year.

Yours truly in P. F.,

GEO. T. SWEETNAM.

SEYMOUR DIVISION, NO. 301.

SEYMOUR, Ind., Dec. 20, 1892.

Seymour Division, 301, held their annual election Sunday, December 11, resulting as follows: M. C. Whitcomb, C. C.; L. F. Price, A. C. C.; E. E. Gaskill, Sec. and Treas., and secretary of benefit department; Michael Sexton, Sr. C.; Robt. Montgomery, Jr. C.; Stephen Kelso, I. S.; Geo. J. Dunkle, O. S.; B. F. Cunningham, delegate; John H. Long, alternate. For cypher correspondent, and correspondent for THE CONDUCTOR, M. C. Whitcomb was selected. Division Committee—E. E. Gaskill, C. E. Miles and A. E. Loyd, and with the new regime we start out anew as we did in 1892, when our circle was then unbroken.

Since then death has thrice invaded our ranks, taking from our midst John Stevens, Robert Swift and Mike Lehan, who have joined the countless number that have gone before. Looking backward and recalling to memory the names of old associates who were then in good health, and full of life and vigor, is to us a daily reminder of how uncertain is life. To-day one may be a leading spirit in railroad circles; to-morrow he may be peacefully sleeping the last long sleep of death. Yet, to railroad men generally, these thoughts of death are very seldom vividly impressed on their minds unless it be while standing beside the last resting place of him who has just passed away, and we often wonder why reaction so soon takes place; why this tender feeling of sympathy does not exist longer. At such times, and with the heart throbbing with tender emotion for loved ones who are being laid away; man, at other times cold-hearted, is looking at the future in an entirely different light, and could the proper influence be then exerted over him his pathway through life would be void of many thorns that he otherwise encounters. To us all, even the most skeptical, death among us wields an influence, for the time being, at least, but the last rites having been performed we naturally turn our thoughts to the living. For the pure in heart death has no terrors, for to them it is a long, sweet rest; safe, and free from life's burdensome career, and 'tis but the closing of one's eyes 'till safely moored across the river to dear ones beyond.

Looking backward over a period of twenty years we find that those who were then "old timers," have long since joined the silent throng, and to-day new faces occupy the places of the old ones, and the thought suggests itself, who will be the next one? Are we, then, each day doing our duty to ourselves, our families, and our Creator? To our families we owe an obligation that cannot be quite fulfilled in this world; to them you owe a first consideration, rather than man, for your home and your family should be your haven of rest and happiness, and to just what extent this exists is directly attributable to you. Kind words to little ones cost nothing, but to them are oftentimes worlds of comfort and consolation. Don't be cross at home, for remember that bitter tears of remorse shed on the coffin of the dead can never recall the hasty word spoken when in an ill humor. It may be your *last* to them; your parting word or your "good-bye" may be the last one on earth, as demonstrated particularly in one case nearly four years ago. A little 4-year-old boy, whose father was a railroad man, had been ailing for several

days, and the father having to go out on his run that morning, the little fellow, still in bed, said, "Papa, won't you lay with me 'till mama gets breakfast ready?" Although other duties required his attention he complied with the request, thinking at the time that it might be the *last* time. That night he was summoned home. His boy was dying, and how that parent thanked God from the bottom of his heart that he had cheerfully satisfied the little sufferer's last request to him. As he left him to eat his breakfast the little fellow turned and eagerly clasped his arms around the parent's neck, kissing him for the last time; just a bit more passionately fond than ever. The memory of that one moment will always be fresh in that father's mind, and had he turned aside unheeding the request of his boy, he to-day would have cursed his own life.

At night, when he arrived at the side of his dying boy, he was unconscious, and hot, impassioned entreaties for forgiveness would then have availed nothing, and to those who have encountered these trials the thought that their last act to the dead was a kind one is worth more to the troubled heart than tongue can tell.

The little mound, the dearest spot on earth, is carefully watched by the father, and at times—when prevented by his duties from going in daylight—he visits that last resting place of his boy at night; his heart aches just the same as it has month after month for years, but he tries to console himself with the thought that he has no unkind words to recall. Death softens our hearts, and turns our thoughts in other channels, and the death of one very close to our hearts oftentimes is a turning-point in our lives, when we begin to try to be better fathers and mothers.

Readers of THE CONDUCTOR will some of them remember of Division 301 on last August incorporating in their By-laws a benefit department, and we have proved so far that for 50 cents per month we can pay sick or disabled members \$5.00 per week, and to deceased members \$50.00. We have but one at present drawing benefits, but our experience is that the amount as named per month will enable us to carry one member all the time.

With kind regards to all readers, and a wish for your prosperity through the new year, I am

Yours in P. F.,

C. W. M.

Irish Setter Puppies for sale out of registered stock. I aim to produce fielders and give patrons what they pay for. Chas. K. Farmer, Indianapolis, Ind. Kennels, Hartman, Mich.

OWENSHORO, Ky., Dec. 9, 1892.

G. K. Farmer, Indianapolis, Ind.:

DEAR SIR.—The photo came in O. K. and I am very much pleased to have it among my selections.

Your dog is certainly a beauty, but I am bound to say the picture of my dog's sire is as much like him as two peas; the head is exactly his to perfection. I would not take \$100 for my dog at the present time. I was out with him Wednesday and he did the prettiest work I ever saw. He actually brought or retrieved every bird I killed, and the last bird he was bringing in, he came to a dead stand about fifteen steps from me with a dead bird in his mouth. I tell you it was a grand sight. I flushed the bird and killed it. My dog bringing the two in at once—I had enough. I sat down and played with him for an hour, then came home. I am going out this afternoon.

A friend of mine just made me a present of a two months old pointer, sired by Duke of Hessian; dam, Lucills Kirk. Mighty pretty puppy. Next year I will have a nice brace, setter and pointer. If my setter keeps his present work up you will hear from him in some of the field trials. He is a very stylish hunter, and a little hard headed, but I think that is a good fault. I am training him myself.

Yours,

J. G. BURCH.



*The Saturday Evening Post* is a society paper published by M. C. Maloney at Fort Dodge, Iowa, and is a creditable appearing paper. We wish for Brother Maloney, success unbounded, and welcome the *Post* to our exchange list.

*The Rocky Mountain Official Railway Guide* is a little volume published at room 28, union depot, Denver, Colorado, and it is almost indispensable to any person using the railways west of the "big muddy." The price is fifteen cents per copy.

*The New England Magazine* for January fully sustains the high reputation it has hitherto borne, and it takes rank with the best of the standard monthlies. The subscription price is \$3.00. We will furnish *THE CONDUCTOR* and the *New England Magazine* for \$3.50.

*The Railway Carmen's Journal* for December has reached us, and is a worthy representative of a growing organization in which we feel more than ordinary interest from the fact that it was born in Cedar Rapids, and the man to whose efforts its organization is principally due—W. H. Ronemus—is a Cedar Rapids citizen.

*The Western Laborer*, of Omaha, a weekly published in the interest of organized labor, made its first appearance November 19th, and has been visiting us regularly since that date. The paper is an able one and the wage workers of Omaha have a valiant champion; it is to be hoped they will give it adequate support.

*The American Woman's Journal* is a monthly magazine of 56 pages and is ably edited and well printed. It is what it claims to be, the journal of representative American women. The October number contains a fine portrait of the late Mrs. Benjamin Harrison. The price is one dollar per year, single copies ten cents. Address 120 Broadway, New York.

An ever welcome visitor is the *New York Musical Echo*. The November number contains three new songs and five new instrumental pieces, and any one of the eight is well worth the price of the number. The subscription price is \$1.50 per year, sample copies 15 cents each. It is published by the Musical Echo Co., Broadway theater building, New York.

*Trifet's Monthly Galaxy of Music* is published monthly by F. Trifet 408 Washington street, Boston, and consists of 48 pages of the latest vocal and instrumental music. The subscription price is but one dollar per year, and the music contained in one number, if purchased in sheet form, would cost more than five times that amount. Specimen copies ten cents each. The *Galaxy* is for sale by all newsdealers.

*Cycle-Infantry Drill Regulations* is a little book for bicycle clubs, prepared by Brig. Gen. Ordway, and published by the Pope Manufacturing company, which will undoubtedly be of interest to wheelmen. As a preface it gives Gen. Miles' speech on military cycling, delivered at the banquet given to the president of the American League of Wheelmen in Chicago.

The January *St. Nicholas* contains a very charming Indian fairy story by Rudyard Kipling. When young readers get well into the swing of this vigorous bit of narration, they will understand for themselves what it is that has made this young Englishman's name a candidate for not only a high place, but for one of the topmost places of literature.

Its oldest friend would fail to recognize the *Firemen's Magazine* in its new dress. A new title page, new cover, new paper, and typographical excellence that make it, in general appearance, the peer of any of the standard literary magazines, are features. Of the contents it is needless for us to speak, but the January number gives evidence that Bro. Debs does not intend to let it fall to the rear. It is enlarged to 128 pages.

*The Jenness Miller Illustrated Monthly* for January is the best issue of that admirable magazine yet seen. Mrs. Miller begins a new department called "The World We Live In," full of useful hints and suggestions for women and young girls and comments on timely topics. Mrs. Miller also contributes an article entitled "The Charm of Individuality," which is in her best vein. There are a score and more of other interesting literary features, sketches, poems, and a complete short story.

*The Journal of American Politics* for December contains much that is of interest to wage workers of all kinds, but we wish to call particular attention to "The Foundation of American Industrial Independence," by Allen R. Foote, and "Building and Loan Associations as Related to the Future Political and Social Welfare of the United States," by Semour Dexter. We regret that space forbids comment on these articles.

An unusually interesting number of an always interesting and instructive paper is the January number of *Locomotive Engineering*. Bro. Hill continues his interesting account of his observations on European railways, and the illustrations continue to evidence that his kodak did good work. Among the illustrations in this number is one of the largest locomotive in the world, a double compound for a Mexican railway. No railway employé who takes an interest in his profession can afford to be without *Locomotive Engineering*.

Eaton's *Everyday Educator* is a little book of some 240 pages, in a suitable size for the pocket, which contains a vast amount of information that cannot fail to be of interest to every reader of *THE CONDUCTOR*. It contains 99 "short cuts" in figures, and there is hardly a matter of every-day life which is not touched upon, and upon which useful information is not given. The price of the book, in strong paper cover, is 75 cents. We will send it to any subscriber of *THE CONDUCTOR* for 50 cents.

*Outing* for January, the holiday number, opens with a strong story, "A Comedy of Counterplots," by Edgar Fawcett. The number is a fine one throughout, being rich in entertaining fiction and articles on seasonable sports. The illustrations are numerous and beautiful, the frontispiece of mountain sheep, illustrating a story by J. Macdonald Oxley, and the full page of a wounded bull caribou in Ed. W. Sandys' "Glance at Big Game," being gems of artistic excellence.

In the January *Wide Awake*, Margaret Sidney's paper on "Whittier with the Children" naturally leads all others in timeliness and interest. It is sympathetic, personal and delightful, and shows the good Quaker poet as the child-lover and with that child-nature his poems have led us to ascribe to him. The article is profusely illustrated. Another leader is the interesting paper by Frederick A. Ober in his Columbian series "From Cordova to Cathay." This first paper deals with the localities made famous by Columbus in Spain, and is entitled "The Bridge that Spanned the World."

*The Literary Northwest* indicates by its title the purpose and a part only, of the scope of a monthly magazine, published by the well known publishing house of St. Paul, the D. D. Merrill Co. The magazine is under the management of Mr. Horace Thompson Carpenter, and it ranks with the best of the standard magazines. The January number gives a full page illustration of Minnehaha in winter, the fidelity and truthfulness of which will at once be recognized by all who have seen the famed fall in winter. Articles of peculiar interest in this number are "Archbishop Satolli" and "Sunday and the World's Fair." The subscription price is \$2.00 per annum; single number 30 cents.

A new cover and title adorns the *Trainmen's Journal* for January. Bros. Cease and Sheahan demonstrate with every issue that they understand the art of publishing an interesting journal. The discussion of "seniority" is still continued in this number by correspondents, and judging from the communications, so far, a majority of the members of the B. of R. T. stand upon *THE CONDUCTOR*'s platform, for while many of them start out with the declaration that they favor "seniority," their argument is in favor of a just and reasonable medium that shall provide for just enough promotions to provide for the natural increase and the constantly occurring permanent vacancies.

*Scribner's Magazine*, for January, begins its thirteenth volume and seventh year, for which many important features are announced, some of them making their first appearance in this number. Serial fiction will be a feature of the year, with such writers as Frances Hodgson Burnett,

H. C. Bunner, Robert Grant, Harold Frederic, and Miss Elliot, the author of "Jerry." In this number the first part of Mrs. Burnett's serial is given, under the title of "The One I Knew the Best of All," which is a charming bit of autobiography, covering the reminiscences of the author's childhood and youth up to the publication of her first story. It is believed that this story will do for the child-life of a girl very much what was done by Dickens in "David Copperfield" for the life of a boy.

The piquant title of Mark Twain's new sketch in the January *Century*, "The £1,000,000 Bank-Note," is borne out by the not less piquant motive of the story, which is a wager between two Londoners that a man with nothing but a £1,000,000 bank-note could not live thirty days and keep out of jail. The story records the unique adventures of the man who tried the experiment. Other stories are the third of Miss Grace King's Louisiana "Balcony Stories," entitled "La Grande Demoiselle," in which the author sets forth an interesting type of New Orleans society, and a story of official life in Washington, entitled "The Reward of the Unrighteous," by George Grantham Bain, attractively illustrated by Wenzell. Add to these the second part of Mr. Balestier's western novel, "Benefits Forgot," the third part of Mrs. Burton Harrison's New York society story "Sweet Bells Out of Tune," and it will be seen that the fiction of this number has much variety of scene and style.

*The Musical Herald*, of the United States, published at Chicago and Boston, is the successor of the *Boston Musical Herald*. No. 1, Vol. 1, of the new paper is on our desk, and it certainly must be a very satisfactory issue to both the publishers and its musical readers, when it deeply interests so much of a novice in musical matters, as the writer. This number contains a well written account of the dedication of the Columbian Exposition, with portraits of Theodore Thomas, musical director, and Wm. L. Tomlins, choral director, and a full page illustration of the orchestra and chorus; also, a fac simile of the autograph score of Prof. Paine's Columbus Hymn. An illustrated description of the music hall is another article worthy of note. We advise our readers to send ten cents for a sample copy. Address G. H. Wilson, drawer Y, Chicago, or 154 Tremont street, Boston.

We are glad to note in a recent number of the *Railroad Telegrapher* the announcement of a radical change in the administration and policy of the O. of R. T. Grand Chief Ramsey announces that hereafter no strike of its members will be permitted until after it has been sanctioned by two-thirds of the members directly interested, and that its policy hereafter will be as conservative as it has been radical heretofore. We congratulate Bro. Ramsey sincerely on this determination, and hope it will be rigidly adhered to, and if, in the event of any trouble in the future, he will request counsel from the executives of the other organizations before instead of after the war has been declared, he will still further deserve the approbation of all interested in the welfare of railway employes and their organizations. We trust that we shall have no occasion in the future to criticise the O. of R. T. or its officers, for hasty and unwise action.



Our readers who write to any of the firms advertising in these columns are requested to mention  
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.  
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

### THE PENNSYLVANIA COMPANY AND EMPLOYEES ORGANIZATIONS.

For several days during last month, many of the daily papers of the country were filled with sensational reports of a war upon organizations that had been inaugurated by the management of this great company. These reports seem to have originated through the withdrawal of a few members of the Order of Railway Conductors who were employed on the "Panhandle." As a matter of fact, with the possible exception of one of the minor officers, no war has been commenced, and no discrimination against members of any organization has been made. One of the withdrawals which caused extended comment was that of Edwin Morrell, assistant trainmaster on the Panhandle at Columbus, and who has been a member of the Order for years. The fact that Morrell was appointed to an official position while he was an active, in fact an unusually active and prominent member of the Order of Railway Conductors, one who during a number of years held an official position in his division at Columbus, and who has several times represented it in the Grand Division, certainly should be a sufficient reply to the statement that no member of an organization could hope for promotion. Mr. Morrell's withdrawal is in line with the policy of the organization, which is, that when a member is placed in an official position on a railway, he should discontinue his active affiliation with the Order. We do not, of course, wish them to withdraw, and would be very glad if all would retain a nominal connection with the organization, but in every instance where advice is asked of a grand officer of the Order, that given is that active membership should be discontinued. The Conductor would have preferred that Mr. Morrell had retained his membership and refrained from attending meetings or from any active participation in the affairs of the Order or of the division, yet while regretting the loss of a good member, we can but approve his course in withdrawing rather than to have continued as an active member. The reasons for this position are so apparent that we certainly do not need to explain. While the officers of a company, from trainmaster to general manager, and the employes, should be on the best of terms, there are many occasions when they must of necessity view matters in a different light and from a different standpoint. In case of any difference between the members of the Order

on any road and the management, a trainmaster, who is an active member of the Order, would be subjected to suspicion on the part of both the management and the conductors, and it is certainly much better that he should be so situated as to be entirely free from anything of the kind. The Order of Railway Conductors is an organization for conductors and not trainmasters, superintendents or other officers, and while we are glad to know that many such officers are members, we believe that all without exception recognize the situation and understand it exactly as we do, and that they occupy virtually the position of honorary members. No such member should understand the assertion above as an invitation to leave us; we wish all to remain who can consistently do so, yet we sincerely believe it is better for both the Order and the members who occupy any official position, that they withdraw, rather than continue as active members. Contrary to published reports, the officers of the Order are in no way "exercised over so large a number of passenger conductors employed on the Pennsylvania lines withdrawing from the organization," for there has been no large number of withdrawals, nor has there been any dismissals on account of membership in the Order. As a matter of fact, no member of the Order employed as a passenger conductor on the southwestern system of the Pennsylvania lines has been dismissed for more than two years, and the tale that members are not in line of promotion is conclusively disproved by the promotions that have been and are being made.

The whole sum and substance is, that with the single exception of the withdrawal of Brother Morrell, the tale has grown out of the withdrawal of a few dissatisfied individuals, and the Columbus division, from which, practically all of the withdrawals occurred, is in as good condition as it ever was, and is much stronger and better in every way than it was a year ago. To conclude, Vice-president McCrea distinctly disavows any disposition on the part of the company to discriminate against members of organizations, but on the other hand says it is the aim of the management to cultivate friendly relations with them.

The recent dismissal of freight handlers by Agent Perry in Indianapolis, is distinctly stated by Perry himself to be of his own motion, and

without any order or suggestion from superior authority, and the present indications are that Mr. Perry will soon be convinced that it would have been better for his individual interests had he waited for an order.

#### THE ORDER OF TRAIN DISPATCHERS.

The more we reflect upon the institution of this new organization and the circumstances which brought it about, the more we are convinced that it is a matter upon which we are incompetent to advise, and that perhaps our promise of some time ago, to comment upon it later, would better be left unredeemed. It is a complicated question involving not only the organization itself and the A. D. T. A., from which it seceded, but the O. of R. T. as well. We regret to see any division in the ranks of the dispatchers, and we are inclined to think that the gentlemen who organized the new association were somewhat hasty, and that it would have been much better had they waited the result of the enactments of the New Orleans convention before leaving the old organization. The train dispatcher occupies a somewhat peculiar position; he is not exactly an "official" as many claim, but he does occupy a sort of a semi-official position, which it seems to us should prevent dispatchers from becoming or remaining active members of the O. of R. T.; it seems to us that a dispatcher as an active member of the organization of telegraph operators, is nearly or quite as much out of place as a trainmaster taking an active part in the Order of Railway Conductors. There are many of the latter who are members of the Order and who, though now occupying the positions of honorary members, were until the Grand Division of 1890, active and prominent members, yet the Order has never attempted to fix rates of pay for trainmasters, although it certainly would be just as consistent for us to do this as it is for an organization of telegraph operators to attempt to fix rates of pay and regulations for the government of train dispatchers. Should there at any time in the future arise circumstances which might result in a strike of members of the Order of Railway Conductors on any road, it would not ask or expect that trainmasters on the road who might be members, would become engaged in the strike; we should expect that such trainmasters and superintendents would fill their positions, and would under all ordinary circumstances remain loyal to the railway, regardless of their honorary affiliation with the Order. We believe it is a mistake on the part of the O. of R. T. to attempt to legislate for dispatchers, to induce them to become members or to expect them to engage in any strike that may occur in that organization. Dispatchers and telegraph operators are an entirely distinct class of employes, and the O. of R. T. is inconsistent when it insists, with much emphasis, on class organization for commercial telegraph operators, and endeavors to include and legislate for dispatchers. The dispatchers should have an organization of their own, and that should be a compact and united one, to resist the encroachments of the O. of R. T. in insisting upon "seniority" promotions to vacancies in the dispatchers office. If the single quality of tenacity in holding a position as brakeman or fireman is objected to as a valid reason for promotion to the position of conductor or en-

gineer, there is certainly much more ground for objection to the promotion of an operator to the position of dispatcher, because, perchance, he has been in the employ of the company sixteen and a half minutes longer than some other who has had years of experience on some other road as both operator and dispatcher.

Whether it is wise for the dispatchers to have what is ordinarily known as a "protective" organization, or one which authorizes its members to engage in strikes, is a question for them to decide, and upon which, as before stated, we do not feel competent to offer advice. We can understand how a railway company that did not object to other employes being members of a striking organization might object to its dispatchers, or its train masters, or its superintendents being active members of one, and we can also readily understand that cogent reasons might be given by any railway management taking such a position. On one point however, we have a decided opinion, and that is, that there should not be dissension in the ranks of the dispatchers; there should not be two organizations, and while our sympathies and personal friendship is with the Order of Train Dispatchers rather than the parent organization, not on account of the difference in the organizations themselves so much as because of the fact that their executive is an honored member of the Order of Railway Conductors, yet we cannot but think that it would have been better for the members of the younger organization to have "suffered the ills" of the old, for a time at least, rather than have seceded. If, as was claimed, and as we believe, the majority of the members of the New Orleans convention were in favor of more radical changes, but yielded to the minority in a spirit of harmony and their magnanimity was afterwards abused, we believe they would have gained more and gained it quicker by patiently waiting for the next convention. In organizations, as with nations, those who revolt against the established order of things, if successful, become patriots, but meantime they must bear the added burden and ignominy of "secession," and in case of failure, or until success is established beyond cavil, that burden is no light one, and adds no little to the obstructions in their pathway. Much better to have bided their time until the next convention, and then have used the power they have in their hands and let the other fellows assume the position of "rebels," and bear the brunt of secession. That this is true is, we believe, fully demonstrated by the history of the late B. of R. C. The claim is made that it was the organization of that association, the secession of members from, and the rebellion against the Order, that compelled us to change the established principles of the Order. That this claim is untrue, and that on the contrary the secession actually delayed the change, is a fact that is known by all who are at all familiar with the facts. The anti-strike laws of the Order would have been repealed at Denver in 1889 but for the existence of the rebellion and B. of R. C. The change was brought about by the experience of the Order itself, and delayed by the fact many members of the Order who were convinced of the necessity for a change would not favor it or consent to it until time had demonstrated to all that the Order of Railway Conductors could not only live, but grow and prosper, notwithstanding the deter-

mined opposition of not only the B. of R. C., but of many other forces. We believe that many of the former members of that organization who are now among the most enthusiastic members of the Order, will readily agree with us on that point, although in any consideration of the subject, the fact that personal feeling against the then executive of the Order had more to do with the organization of the B. of R. C. than all other causes combined, and we should not be surprised if it should prove true that personal feeling entered largely into the matter with the dispatchers.

### THE FEDERATION MEETING.

The Grand Division at its 23d session in St. Louis in May, 1891, directed its officers to apply for admission to the then existing federation, the United Order of Railway Employés, but almost while this order was being discussed and almost unanimous expression in favor of the application being made, events were occurring, which to the thoughtful, presaged conditions which might make membership impossible to the Order of Railway Conductors, if it did not denote the early dissolution of the U. O. of R. E., or as it was more commonly known by the title of its governing body, the Supreme Council. This feeling prompted the presentation of a resolution, which after reciting certain facts and conditions, provided for the appointment of a committee, which in the event of the failure of the Order to become a member of the Supreme Council from any cause whatever, was to act for the Order in the matter of federation.

The almost unlimited authority given this committee, evinced in no slight degree, the confidence of the members in their executive, who was to be chairman of the committee and to appoint four of its eight members, and it might be noted here in passing, that this very confidence in the trustees, the executive and the members, who might be appointed by him, has been highly appreciated by every member of that committee, and has, we believe, made them unusually careful in their consideration of the matter entrusted to them. The filing of the application for admission with the Supreme Council, its withdrawal later and the dissensions and difficulties which disorganized the Supreme council a year before its formal dissolution, are too well known to need comment here, but the conditions and circumstances remaining were such as to render it, in the opinion of the chairman as well as members of the committee, between whom many informal discussions of the question were had, inadvisable to take any action whatever, and inexpedient to even hold a formal meeting. This apparent inactivity of the committee created some little unfavorable comment, but the inactivity was apparent only, for the situation was being carefully watched and canvassed during the whole of the past eighteen months in which the committee has had an existence. In October, the chairman became convinced that circumstances were becoming favorable for action, and after ascertaining the most favorable time for all interested, a meeting was called, and early in December an invitation was sent to the executives of the B. of L. E., B. of R. T., B. of L. F., S. M. A. A. and O. of R. T., to attend the meeting of the committee "for the purpose of a conference in regard to the general wel-

fare of the railway organizations and their relations to each other." Each being requested to extend the invitation to his associates. At the appointed time, Dec. 28th, the meeting was called to order with representatives from all but the B. of L. E. present, but owing to the absence of the Grand Master of the B. of L. F., an adjournment was taken until the next morning. The prompt and fraternal acceptance of the invitation for a conference, prompted the Order committee to make the meeting a general one, instead of a meeting of the committee only, and the formal meeting of the committee was postponed. Thursday morning the meeting was called to order the object of the invitation stated by Brother Clark, and an organization was effected by the selection of Brother Clark as chairman, and the writer as secretary. After considerable discussion, a committee consisting of Brothers Sargent of the Firemen, Morrissy of the Trainmen, Wilson of the Switchmen, Ramsey of the Telegraphers and Garretson of the Order, was appointed to draft a plan upon which the several organizations could unite for mutual defense and co-operation. In due time this committee reported a plan of system federation, or federation by systems of railway, which, after discussion and some changes and amendments, was unanimously approved and referred to the different organizations for their adoption, and as soon as formally ratified by those organizations whose representatives were not authorized to act finally in the matter, a formal meeting of the Order committee will be held, and the result communicated to members in a report of the committee. Meantime, we wish to congratulate all interested on the fraternal disposition manifested and the prospect for peace, unity and brotherly affiliation between the organizations in the future. The final decision of the meeting was reached Saturday evening, and the visitors invited to an impromptu supper, which we had supposed was to be given by us, but mine host Maxon, having absolutely declined to receive any compensation for the banquet, we are constrained to advise the participants that it was a compliment from the Clifton Hotel.

We trust that we may in the not distant future, have the pleasure of welcoming all of the Brothers to the office of the Order again.

Mr. George L. Sands has been appointed assistant manager of the Wiggins Ferry company, and the connecting transfer railways, with headquarters at St. Louis. Mr. Sands is an excellent transportation man, and will make the ferry company an efficient officer if he does not have direct charge of the employés; if he does, there is likely to be friction unless he profits by past experience. His application of naval discipline to the railway service has not, so far, proved to be at all practicable or satisfactory to any one except himself, and we are inclined to think possibly it has not been entirely satisfactory to himself.

The Christmas number of the *Home Maker* is a marvel of the printer's art in typographical execution, while its contents in a literary way will not suffer in comparison. It opens with an illustrated article on the late Lord Tennyson, by T. B. Russell, and the frontispiece is a full page photograph, by far the best portrait of the dead poet that we have seen. *The Home Maker* should find a place by every fireside in the land.

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Frank Glasgow, of Osceola Mills, Pa., inquires for G. W. Glasgow.

The secretary of Tucson Division No. 313 requests Brother Ed Murphy to correspond with him.

We acknowledge with thanks the receipt of the Columbia Desk Calendar for 1893, furnished by the Pope Manufacturing Co., makers of the well known Columbia bicycles.

The "red" edition of the *Railway News-Reporter* has finally appeared, and the announcement is made that Auditor Wing of the U. P. accounting department has really resigned.

A "co-employé liability" bill has been introduced in the legislature of New Mexico, and a committee of employes is at Santa Fé looking after its welfare. We wish them success.

Brother H. A. Johnson, of Ocala, Fla., reports the loss of his pocket book, containing letters, division card and a B. of L. E. card. Brother Johnson offers a liberal reward for the recovery of the book and contents.

We regret that space prevents us from acknowledging separately the many kind invitations that we have received to attend balls given by various divisions of the Order. We sincerely thank all for their kindly remembrance.

Judge Thayer of the Clinton, (Iowa) *Age*, publishes an editorial on the sensational rumors of a general strike next year which is sensible and correct. The *Age* gives employes credit for a little sense and pronounces the rumors of such a strike absurd.

Superintendent Darlington of the P. R. R., General Manager Ramsey of the Big Four and General Manager Williams of the Vandalia have all denied the sensational article in the *Chicago Herald* of a concerted war on organized labor; the denials were not needed.

Brother J. B. Copeland has been appointed superintendent of the coast lines of the G. N. railway with headquarters at Seattle, Wash. By his promotion the company gains a good officer and the Order loses a good man from the ranks of the active members.

The Railway Employes Bureau of Legal Aid is a corporation formed under the laws of the state of Illinois, with Brother F. S. Stimson as president, S. H. Herbeson, a former member of the Order, as secretary, and Brother C. K. Austin, treasurer. The purpose of the corporation is to furnish legal aid and advice to employes who become members at a saving to them of at least fifty per cent. from the ordinary expense.

We are again placed under obligations to Bro. J. S. Michael, of the government printing office, for public documents of value.

Bro. Garrett Fox has retired from railway service, and is now proprietor of a cigar and tobacco store at 152 South High street, Columbus, O.

The telegraphers' strike on the Rock Island, which should never have occurred, has been declared off, and the result is the practical extinction of the O. R. T. on that road.

The *Oakland Times* devotes nearly two pages to a description of the recent ball given by El Capitan Division, and those who managed it, and the success of the ball justifies the space given it.

Bro. D. E. Hilgartner was the winner in a recent contest for a silver lantern at the Catholic fair in Chicago, Ohio. The result was a gratifying testimonial of his popularity with his associates.

The management of the Rock Island and a committee representing the telegraph operators and agents have agreed on a schedule of pay, which provides for a considerable increase and pay for over time.

Division 225 presented to their retiring Chief Conductor, Bro. A. J. Loftus, who has filled that position for the past four years, a splendid gold badge. A timely recognition of his services to the division and the Order.

Sportsmen should have a copy of the new catalogue issued by the well-known firm of Abbey & Imbrie, New York City, and no one should purchase a rod, line or fly without seeing it. The CONDUCTOR is indebted for a copy.

Brother E. W. Johnston, a respected member of Oatley Division No. 102, and formerly a passenger conductor on the C. & W. M. R'y, has been appointed traveling passenger agent of the D. L. & N. with headquarters at Grand Rapids, Mich. Brother Johnston has the congratulations and best wishes of THE CONDUCTOR.

Bro. J. Q. Hicks, president of the Yardmasters' Association, reports that a man with one leg, by the name of Wm. Steel, who hails from Chicago, is peddling cards bearing the initials of the association, and requests all to look out for him, and not be imposed upon.

Brother A. C. Gould reports that one W. B. Jones, who was expelled by Division No. 77 for dishonesty, stole his clothing, money, papers, etc., and requests that any reader of THE CONDUCTOR to whom the card or letters may be presented, will have Jones arrested and advise him. His address is Palestine, Texas.

It is rumored that there is again a prospect of trouble between the Reading and its engineers. If a crisis arrives, it is to be hoped that the vital principle of protection to the members of railway organizations will not be tamely surrendered without at least a protest.

Memphis Division No. 175 installed its officers on the evening of December 31st, and concluded the ceremony with a supper and dance. On the fifth instant, they held a rousing union meeting. Their correspondent, Excelsior, will tell of both in the February number, the communication coming too late for this issue.

The Des Moines *News*, one of the best papers in Iowa, or the west, offers its semi-weekly edition one year for only 50 cents. A multitude of people ought to avail themselves of the opportunity. The *News* is the vigorous opponent of tyranny and oppression everywhere, and the able champion of the interests of the laboring man always.

Minnesota members of the Order are endeavoring to procure the passage of a law that will abolish the ticket scalper in that state. This is a movement for their own protection, and if they succeed in procuring the law, it is to be hoped that railway companies will aid in its enforcement rather than in its violation, as they are accused of doing in other states.

A very enjoyable banquet was participated in by the members of Chanute Division, No. 265, after their election of officers; an incident of the banquet was the presentation of a desk and silver ink stand and pen-holder to Secretary Peter Farrell. The present was a deserved token of the appreciation of Bro. Farrell's work for the division.

We are pleased to note the fact that H. H. Vreeland has been made general manager of the N. Y. & N. R'y. Mr. Vreeland was for a long time an active and energetic member of Division No. 54, of the Order, and only severed his connection when promoted to an official position. He has not yet lost his interest in the organization and its welfare.

A bill has been introduced in congress abolishing the present discrimination against monthly publications by which they are required to pay third class rates for copies delivered through the postoffice to subscribers residing at the place where the periodical is published, while weekly papers are relieved from all postage on copies sent to subscribers residing in the county where the paper is published. It certainly should become a law.

We are in receipt of advance sheets of the fifteenth annual report of the Iowa Railroad Commission. The report shows Iowa companies to be in a prosperous condition, with a steady increase in earnings and number of employes. These reports, the figures of which are made by the railway companies themselves, are fast doing away with the "confiscation" bug-bear which has done duty so widely during the past few years, and which has been used as an argument to convince railway employes that they should sacrifice their own interests to protect corporations. The net earnings of roads in Iowa for the year ending June 30th, 1892, was nearly twelve and a half millions of dollars.

We are in receipt of the spring catalogue of John Lewis Childs, Floral Park, N. Y. It is a handsomely illustrated book, and will be sent to anyone on receipt of 20 cents, or to any one who will send an order for seeds after receiving it. It should be seen by all who love flowers.

Ely Brothers, the proprietors of Ely's Cream Balm, advertising with us, inform us that they have a most convenient sized bottle to carry in the pocket. Fitted with a patent adjustable cork that cannot pull out, the balm is perfectly secure, and the package so small it makes a most acceptable vest pocket remedy for the use of railroad men and travelers.

"Spikes," who contributes to a recent number of the *Neodesha* (Kan.) *Register* an article taken bodily from the *Railway Age*, which endeavors to convince employes that they should not ask for any increase in pay, and which was commented on widely at the time of its appearance, should have signed himself a whole keg of spikes, from the storehouse of the *Age*.

The Pinkerton Detective Agency is apparently beginning to be somewhat alarmed for its future, as it has prepared an *ex parte* statement of the congressional investigation, and is placing it where it is supposed it will do the most good. The principal argument—if argument it can be called—that is introduced in favor of a continuation of this excrescence, is that others have done wrong, and in support of the argument Mr. Jeffery's statement of the late unwarranted strike on the D. & R. G. is quoted in full. It is probably entirely unnecessary for us to call attention to the many misstatements made in the pamphlet.

J. J. Leighton, a member of Division No. 80, of the B. of L. E., is one of a company that has secured two large hotels conveniently located near the entrance to the World's Fair grounds, and will furnish hotel accommodations for considerably less than the same quality can be secured elsewhere. The company will soon open an office in Chicago and in connection with it, a bureau of information, and all inquiries will be cheerfully answered. They will send on application to any address, on receipt of six two cent stamps, a guide to the exposition that contains much information in regard to the fair.

The decision of the New York Court of Appeals, the court of last resort in that state, sustaining the validity of the law making ten hours a day's work for train and engine men, and compelling railway companies to pay for "overtime," is a matter of congratulation to railway employes, and in fact the cause of organized labor in general, and it seems to be about the only instance where legislation has been of any avail in behalf of railway employes. The grand jury of Westchester county indicted James H. Phye, an officer of the N. Y. C., for a violation of the law in requiring George A. Bedell to work fourteen hours and refusing to pay for the extra four hours. On trial Mr. Phye was convicted and fined \$500. The case was appealed to the Supreme Court and the decision sustained, when it was again appealed to the Court of Appeals and again sustained. The defense was an attack upon the constitutionality of the law. We are indebted to Bro. C. E. Weisz for a record of the case.

Brother T. P. Cullen, late secretary of Yellowstone Division No. 191, has been compelled to resign his office as secretary because of his duties as a senator he having been elected to the state senate at the recent election, and the laborer and railway employé will have at least one sincere and honest friend in the Montana legislature.

"When a railway voluntarily makes a ticket rate of \$1.50 for a journey of 372 miles, and its competitors drop to the same figure, the public can hardly deny that railroad managers are sometimes very generous."—*Railway Age*.

The public are more likely to look for the motive for such "generosity," and they usually find that instead of being generosity it is much more likely to be greed, and that Peter, who rides perhaps the 72 miles only, is mulcted to the tune of about \$2 to "even up" for the ride of 372 miles which Paul gets for the \$1.50, and they argue that if the railway can carry Paul 372 miles for \$1.50 they ought not to complain if they are required to carry Peter 75 miles for the same sum.

A portion of the testimony taken by the senate committee investigating the matter of private detective agencies, which "Bob" and "Bill" Pinkerton did not publish, was that given by Robert Bruce of Chicago. Mr. Bruce, who is the manager of one of the Chicago agencies, said that Pinkerton men were usually the scum of the earth, and that one of the Pinkerton superintendents is an ex-convict. He said that the men employed by the other agencies were no better than the "Pinkertons," and said "I would not believe a detective under oath." "Does that apply to yourself?" asked Senator Peffer. "Well, yes," replied Bruce, "I will apply that to myself." He concluded his testimony by stating what is well known to be a fact, that "in a strike detectives were often induced to manufacture evidence, as their employers would imagine they were doing nothing if they failed to report progress of some sort."

A synopsis of the forthcoming report of the Inter-State Commerce Commission has been furnished the press, and it shows an unusual increase in the number of casualties to employes, 2,660 having been killed, and 26,140 injured. Of this number 415 were killed and 9,431 injured in coupling and uncoupling cars. The report says:

"This report emphasizes more strongly than previous reports, the necessity of legislation compelling railways to adopt train brakes and automatic couplers, and also suggests that some steps be taken besides the adoption of the train brake to prevent the frequency of casualties from falling from trains and engines. The large number killed and injured from collisions also brings prominently into notice the necessity of some extensive use of Block System in the handling of trains, and a more perfect application of the principle of personal responsibility in the case of accidents. An investigation into the matter of handling trains is recommended by the report. Not only are the accidents of the year covered by this report greater than those of previous years, but, when compared with the increase in employes, it is observed that they are relatively greater than those of the previous year."

The *Railway Age* is doing a good service in exposing the designs of the Chicago nabobs upon the purses of those who visit the Columbian Exposition, but who are endeavoring to divert attention from themselves by clamoring for a reduction in rates by railways. We believe the railways will make reasonable rates, but we sincerely believe that it would be an extremely good thing for the people outside of Chicago if the railways

would do as many of the Chicago people are preparing to do—increase the rates twenty-five, fifty and one hundred per cent. Many would then stay at home and avoid being "held up" while trying to see the big show. Evidence accumulates that a person who visits the exposition and gets away from Chicago with a red cent will be a natural curiosity for the balance of his life. Meanwhile the managers are preparing for another raid on the national treasury. The only thing that will give ordinary every-day people a chance to see the exposition will be the making of rates by the railways which will give them a chance to get away without staying over night.

A circular has been issued announcing the organization of an association that is to be the savior of the railway employé. It was organized at Winslow, Arizona, and the "Grand Lodge" is to be located at Albuquerque, N. M. The Grand Master is George W. Greenwood, and his maiden appearance as a "Grand Master" undoubtedly explains his failure to perform his duties as a committeeman for the Firemen. The title of this "free for all" is Brotherhood of Railway Employés, and it is announced that "it has no occasion to 'apologize' for its being;" its platform is said to be "broad and comprehensive and seated 'therein' in harmonious relations are to be found" employés of every class. Judging from the orthography and language of this circular, no apology should be expected for anything. Whether or not this Winslow organization has any connection with the "liberty, fraternity and equality" idea of the *Age of Labor*, in which the industrious and the idle, the honest and the criminal, the temperate and the dissolute are all to be admitted on the same plane, will undoubtedly become apparent later.

The Chicago *Herald* seems to be endeavoring to establish a record that will eclipse that of Baron Munchausen or the old Chicago *Times*, so far, at least, as its labor news is concerned. Prior to the meeting held here in December, it published a column of stuff as to what the conference was for, and gravely announced that those extremely conservative men, Arthur of the B. of L. E., and Ramsey of the O. of R. T., were at the head of the movement, the former as chairman and the latter as secretary. Later it publishes a story of seven large buildings to be erected in Chicago by the railway organizations, and that the matter had been decided upon at the meeting in this city. In this instance the *Herald* credits Messrs. Arthur and Thurston with being the originators, promoters and managers of the building scheme, and states that Mr. Thurston was in Chicago looking up a site for the building aggregation. The "two hours and a half" talk of Mr. Thurston and the three days' discussion of the project existed only in the imaginative mind of the *Herald's* informant. The subject was not mentioned even incidentally in the meeting, nor was it suggested outside of the meeting, to the knowledge of the writer. We do not know where the *Herald* obtains its information as to railway organizations, but no matter how apparently reliable its information, it is sorely deceived and deluded, and the editor in charge certainly is extremely credulous, or he would not give space to such imaginative tales when a very slight knowledge or inquiry would demonstrate their absurdity.



**"Death is the crown of life;  
Were death denied, poor man would live in vain;  
Were death denied, to live would not be life;  
Were death denied, ev'n fools would wish to die."**

#### **Asher.**

Died—At her home, in Louisville, Ky., the loving wife of Bro. W. T. Asher, of Monon Division, No. 89, leaving behind to mourn their irreparable loss a husband and three daughters. Let us hope that God will grant unto Brother Asher and family the consolation of His holy spirit, and watch over the dear ones left behind, and bring them at last to that haven of rest that has been prepared for all that love Him and keep His commandments.

#### **Brown.**

Died—At his home, in Dunkirk, N. Y., Nov. 5, 1892, Bro. Erastus Brown, of Elmira Division, No. 9, O. of R. C. Bro. Brown was 56 years of age, and had been in the service of the old Erie for 30 years, having been in passenger service the greater portion of the time. He was well known and universally respected by the traveling public between New York and Dunkirk. At the time of his death he was in charge of Nos. 3 and 12, two of the Erie's heaviest trains between Elmira and Dunkirk. Bro. Brown died of Bright's disease; his sickness was very short, having died in less than twenty-four hours after making his trip. Bro. Brown had been twice married—his first wife died many years ago, and a daughter died one year ago. His family now consist of wife and two children—a son, 18 years, and a daughter, 15, to whom we can only say, God will look after the widow and the fatherless. Bro. Brown carried \$3,000 insurance in the O. of R. C., and \$2,000 in another company, the name of which we could not learn.

H. S. L.

#### **Farrell.**

Died—At his home, in Seymour, Ind., Nov. 20, of consumption of the bowels, Thos. Farrell, aged 47 years. Many readers of THE CONDUCTOR will remember the subject of this sketch as one of the pioneer railroad men, he having worked for the Ohio & Mississippi in 1863 as a passenger brakeman on the accommodation running from Seymour to Cincinnati. In 1870 he was running a train, and again in 1880, in the intervening time acting in capacity of yard man and brakeman. For a few years he was in

the west, and later worked for the L. E & St. L. as brakeman and conductor. The world has not been all sunshine for poor Tom, and his career was, perhaps, more checkered than the majority of railroad men. He was a good man in any capacity, and was known among his associates as one who was always generous and kind-hearted, ready and willing at all times to befriend one in need. He leaves a wife, together with a son and daughter, both of tender age, and at just the time when they need the care of a father. Thomas Farrell was a member of Seymour Division, No. 301, O. R. C., and carried a policy of \$1,000. At the time of his death he was employed in the capacity of brakeman on E. D. of O. & M. For nearly three months he has been confined to his room with that fatal disease that terminated his life. In his lonely home he would wish for "the boys" to come in and talk with him, for, like all "old-timers," he loved to think, and talk of the past when railroading was a different business from what it is now. Tom is dead! Dead to the world, for in their eagerness to gain distinction and honor, the people who compose the railroad world will soon forget the dead. To-day there is one who will miss him more than she can tell. There is one vacant place—just one vacant chair that time cannot replace. To her, his wife, and little ones, the sympathy not only of his division, but of all who knew them, is extended. Under sacred promise we are bound to extend a watchful care over them, and if there is any redeeming virtue in those who are dissolute among the class of railroad men, it is their charity for those in distress. Thomas was a member of the Catholic church, and that denomination will have charge of the interment, taking place at Seymour November 22d. One more added to our number, making four in the past year. We pause to drop a sympathetic tear on their graves, and hurry on, little thinking that we may be the next.

M. C. W.

#### **Fitzgerald.**

Died—Dec. 8, at his home in Madison, Wis., Bro. C. H. Fitzgerald, of Durbin Division, No. 82. The funeral of the deceased was held un-

## OBITUARY.

der the auspices of the Order of Railway Conductors. Special trains from Madison, Portage and Milwaukee conveyed friends here, who united with others in paying the last tribute of respect to the memory of one for whom they had so much love and esteem. The interment took place in Oak Hill cemetery.

### **Johnson.**

Bro. D. W. Johnson, an esteemed member of Terre Haute Division, No. 92, was recently removed from his earthly place by the ruthless hand of death. The division at a recent meeting adopted resolutions of respect to his memory, and extended their sympathy and support to the stricken family.

### **Karst.**

Killed while in the discharge of his duty as a conductor, at West Liberty, Iowa, November 18, 1892, Bro. Charles W. Karst of Valley City Division No. 58. Bro. Karst was a faithful and reliable member of the Order, a kind father, a loving husband and a tender son to the fatherless children, the sorrowing widow and aged mother who are left to mourn his loss.

### **Lehan.**

Died—At the home of his mother, in Seymour, Ind., Nov. 25, Mike Lehan, aged 28 years, and 4 months. To the many, many friends of Mike who read this he will always be remembered as the bright, light-hearted boy who saw only the sunshine of life. The world had no clouds for him, for he was always good-natured, and no brighter record could be written of him than to say that "he was always good to his mother." For many months previous to his death he had been a patient sufferer, and he died, just as he lived, the same jovial, good dispositioned boy that had characterized his early life. He was ready, and willing to die, yet with the hope that youth and vitality always hold out he would loved to have lived; yet, he did not look upon death with the horror that many are wont to do. Just one year ago on the day of his death, he was united in marriage to an estimable young lady of Seymour, and just as they were starting out hand in hand over life's rugged pathway he was called to higher duties. To her, left alone in life, the sympathy of the entire community is extended, for nothing touches the heart more sensibly than the sight of widow's weeds. Mike Lehan was born at Farmington, Ind., moving when a small boy to Seymour, the place of his death. When in his school-boy days he had a fondness for the railroad and would frequently let its fascinations lead him to the yard instead of the school-room. In 1880 he took employment with the Ohio & Mississippi as switchman, at Seymour, afterward becoming a brakeman, yardmaster and conductor, to which position he was assigned November 3d, 1888. At the time of his

death his run was from Louisville to Cincinnati, on through freight. To no one perhaps, except his own family, were his traits of character better known than to the writer, for in association with him in their daily duties, opportunities for judging varying human nature were frequent, but he was always the same witty, good-natured, willing Mike. The needy never applied to him to vain, and to his mother especially he will always be remembered as her boy who often drove away dull cares, and helped to brighten her life. He was an earnest believer in the Catholic faith, and in such he died. Mike has made his last run, but let us hope that for him there is rest, sweet rest beyond the tomb. Perfection among men will never be attainable, and whatever his imperfections may have been, let us attribute them to human nature, for he is not here to plead for himself. Our fervent wish and prayer is that the chain of friendship that bind us together in life will more closely connect us on the other shore. Peaceful may this, your long sleep be, Mike, and in the spring time may the choicest roses bloom over this your resting place. M. C. W.

### **Milton.**

The grim reaper has again visited with relentless hand Wahsatch Division, No. 124, and removed from the Order one of their respected and energetic members in the person of Bro. Robert Milton. The division adopted resolutions expressing regret for the untimely death, and sympathy for the bereaved wife, and ordered the charter draped in mourning.

### **Ramsey.**

Died—At Missoula, Montana, October 25th, Bro. George Ramsey, a charter member of Sprague Division, No. 323. Bro. Ramsey was stricken with typhoid fever, and died in the N. P. employes hospital, after receiving all the attention that thoughtful care could suggest. Bro. Ramsey was born at Kent, Ohio, February 15th, 1862, and was a member of both the Order and the B. of R. T. He was buried by the organizations, and the funeral was largely attended. He leaves to mourn him a brother and an aged father. The usual resolutions of regret were adopted by the division.

### **Wright.**

Killed—While in the discharge of duty, at Delmar, Del., December 26, is the final record of Bro. E. B. Wright, of Wilmington Division No. 224. The funeral ceremony was conducted under the auspices of the division, and a sad incident reminding us of the uncertainty of human life, the division was called upon to perform the last sad rites over the remains of two members of the Order, the funeral of Bro. W. H. Peters occurring on the same day, and conducted by the Masonic fraternity, but attended by the division.

# THE RAILWAY CONDUCTOR.

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NO. 2.



## TWO "INS".

The lexicon says : "The uses of *in* cannot in all cases be defined by equivalent words except by explaining the phrase in which it is used."

Frequently words simple, in and by themselves, cannot be understood by the hearer unless some previous knowledge prepares the comprehension to grasp the intended meaning of the utterance.

Different callings produce different meaning from the same expression. A driver may mean a teamster, a herder or a locomotive engineer, according to the surroundings of the one who uses the term, as he associates them with terms. A "dandy" may be a term of reproach, or a compliment, according to the intention of the one using the term. The railway man and the sailor use the same terms, in some things, with widely different meanings. If a sailor should speak of "standing in," he would mean a course of sailing, while the railway man would mean the relative position some person occupied toward another. Should a foreman of plasterers say a man was "laying" for him, he would mean some plasterer was putting on the first coat, on laths, of plasterer's two-coat work. If a railway man said a man was "laying" for him, he would mean something very different; he would mean lying in wait, or in the more familiar vernacular along the line, some one would "have it in for him," or "had it in for him," hence the reasons for the title adopted, "Two Ins." These are vital to railway employes. It makes all the difference of success or failure for

them. Whether they "stand in," or some officer "has it in" for them."

No one can follow the railway calling long without hearing, in connection with some employé, the phrase, "he stands in with" this or that officer, as sufficient reason why success or escape of censure was sure to be the perquisite of the one who thus "stood." Why he stands in is not always apparent to the observer, but the fact of so standing is patent to all. Admitting this to be so, which few old railway men will deny, it may be pertinent to investigate why or how the desirable standing is accomplished.

Officials are but mortal, susceptible to all the influences of other mortals, differing, perhaps, in degree, not in kind. Like their subordinates, ambitious for success, and dreading failure, manifestly, then, if any man "stands in" with them, there must be a good reason, at least to the official. If the man so "standing" is incompetent to perform the duties assigned him, properly, to the detriment of the service—as every officer is supposed to desire good service for his own credit—the reason must be looked for beyond the immediate official responsible for him, or whose department he enters.

What was not possible in an early day in the history of railroading is not only possible, but highly probable, now. When practical, competent men were not over plentiful, merit and competency were important factors in selecting men for places more or less responsible, as the success

of the system depended much on the men. Now, railroading has produced so many competent men who occupy subordinate places, it is possible for some, if not many, incompetents, to hold places more or less responsible without serious detriment to the service, for the success of the men depends more upon the system than the individual. As a few recruits or poor soldiers in time of action would not necessarily defeat a regiment of veterans, its experience and discipline outweighing the weak and cowardly, carrying them with it forward to victory, although some of the cowards be leaders, so two incompetents may be sandwiched in between men of experience, and sometimes placed over them in the railway service, "standing in," without demoralizing it, thanks to the veterans of the system who do not or cannot muster out, which condition of the same veterans may be attributed, mostly, to the system also, showing system to be superior to individuals.

It is not an unknown thing for a stockholder to send a man to the general manager of his road with a letter, requesting "he be given a place." A "request" from that quarter being equivalent to a command, it makes no difference if a place be not open, one must be opened. The officer who is compelled to "adopt" him, wishing to please, or "stand in" with those above him, can see no wrong in what he may do. Others may suffer loss of place, suspension or censure, without remedy, while the pensioner duplicates their acts, escaping penalties. As a rule, though, thanks to the system, such "pensioners" are placed, not where they "will do the most good," but where they can do the least harm—to the system. The harm they may do their fellow employes by displacing them, or making them "scape goats," for their failure, is not taken into consideration, only so the service or system is not strained too much for its efficiency and that it may not reflect upon those responsible to the stockholders or directors is the concern of executives who grant these "requests."

Again, some friend, deserving recognition from an officer, impecunious or otherwise, is taken on. Perhaps in other days this friend was the benefactor; perhaps early associations formed a mutual tie. Be that as it may, if the service can stand the acquisition without detriment to the system, the friend is cared for, and naturally "stands in," for to condemn him gratitude and policy forbid, if only ordinary employes suffer, and the system does not, there is no motive to "call in," "lay off," "read up," or "sit down" on him, and that he was, or is, the friend of such and such an officer "goes" as the reason why he "stands in."

Another class who "stand in" are those men who remember discreetness, readiness and reliability are more potent factors for success, even in

the "system," than the axiom, "The world owes me a living, and I am just as good as any one, determined to always stand up for my rights." Theoretically, the axiom may be correct; practically, on its face as a declaration of independence, it is wrong. Independence is a good thing; personal "rights" are valuable; but it costs something to be independent, politically, religiously or corporately, if I may use the latter word in the sense of ignoring a corporation.

If a man is prepared to pay the price, well and good—stand upon "rights," and up for "rights," and assert independence, but while thus asserting and standing up and for, he will never "stand in."

The man who knows his "rights" are not fully accorded him by a superior, and proves by his conduct his fealty and efficiency in the face of neglect or oversight, manfully doing his duty without complaint, will compel recognition from an officer of proper spirit, in time, and by force of his independence of neglect, and injustice afterwards, "stand in," in the confidence of the very man who at first ignored him. Some men are so constituted, unfortunately for themselves, they repel instead of attract. What is sensitive reticence on their part is often mistaken for a sullen spirit. A busy officer meeting such a man, at first usually puts him down for the latter, and it may be long, if ever, before this better mutual acquaintance dispels the first impression. When that time comes, naturally the misjudged man "stands in," from a desire on the officer's part to make amends for undeserved coolness, if he be a man, and from a possibility he may be more valuable to the "system" than he supposed—if he be a "machine." Some men are so constituted they make friends at once. A respectful manner and quiet, self-possessed appearance, giving the impression that one knows what he knows, without flaunting such knowledge, will win a railway officer's good will. The legitimate outcome of the different impressions when a choice is to be made between two men, equally good in other respects, is the one who has the happy "make-up," and is congenial, is naturally chosen, when the disappointed, equally capable, but less congenial one, cries, "He got there because he 'stood in'; I don't 'stand in.'"

Sometimes men are assigned to disagreeable duties, the officer assigning them knows they are unpleasant before assigning them, but some one has to do them. One man will do his quietly and uncomplainingly, the other makes so much talk about the matter his officer hears of it, and feeling guiltless in his mind of any injustice since the complainer came there in his "turn," he becomes prejudiced against the indiscreet man for-

misjudging him, and in favor of the discreet, uncomplaining one, the result of which is, perhaps, unconsciously, shown in future assignments; when "he stands in" is shouted, but why "he stands in" is scouted. Men will frequently tell how they laid down the law to the "old man." What they say should be taken with "a grain of allowance;" but granted they told the "old man" "their mind," "without varnish," the "old man," being human, and possibly in error, cannot but feel chagrined to find himself in that position with a subordinate. Some other man, suffering equally from the same error, may generously have forbore to "lay down the law to the 'old man,'" when he "had him in a corner," which forbearance is duly appreciated by the "old man," and in due time he rewards the forbearing man in some desirable way for his forbearance. Oh, no! Promotes him for merit (?), while the "layer down of the law" talks too much, crying, "he stands in," "but I don't know why."

Cases could be multiplied, but this article does not require them. This much is certain: while monied influence and personal friendship may be responsible for some of the "standing in," the ready, cheerful, capable, congenial, respectful, forbearing and discreet employé always has a better chance to "stand in" than their opposites, named and unmentioned.

With reluctance I turn to the other less pleasant but equally vital, in, or "having it in," which is also a well-known fact to the old railway man. The exercise of this "in" comes from a two fold cause, which may be called personal and diplomatic. Keeping in view the mortal and official make-up, it is not uncommon to hear the remark: "Blank must have it in for you," when anything looking like discrimination occurs in connection with one employé that compares unfavorably with similar action on the part of Blank toward some other employé more favorable.

As in the matter of "standing in" through congenial temperaments and dispositions. "Having it in," may sometimes arise from uncongenial and misunderstood temperaments.

Bearing in mind the fallibility of officials, as men, susceptible to influences like other men, minute trifles may prejudice one of them against an employé, while the employé may be in ignorance of the cause. Please remember, I say may, not necessarily will, for some officers are capable of discovering a profitable man, for the company, while he may be distasteful to himself personally, and unless he has so much confidence in the "system," he thinks one man as good, under it as another, he will avail himself of the profitable man's ability, if for no other cause than to demonstrate his own capacity for "knowing a

good thing when he sees it." Newly made officers, if promoted to authority, from the ranks to place on the same line where they served, are apt to be suspicious of those with whom they served, as not showing them proper respect, and, in their eyes, inattention to their wishes, or authority from their old fellow workers is magnified much more than from some new employé, who has taken service with the company since the promotion occurred. Unconsciously, perhaps to himself, the new official discriminates against some old employé, who as a fellow worker used to displease him personally. The fellow worker remembers old disputes, old dislikes and disagreements, likely, when the officer has forgotten them, until the perverse actions of the old fellow worker in refusing to yield proper respect to him the position is entitled to brings them to mind again and, almost, before aware of their force influences the new officer's judgment, whereupon the old employé, when suffering from some action on the officer's part, exclaims, "Oh! he had it in for me from long ago."

Men make a mistake when they think the rank and file, Bill, Tom and Jack, after promotion, will be Superintendent or General Manager Bill, Tom and Jack, to them. If they persist in the familiarity, they may hear no remonstrance, but in time, will surely feel they "have it in" for them. An officer may come from some other line, he may take the place of a man who was a favorite with the men, while not satisfactory to the company, or he may have kept some favorite deserving man from securing the place; being human, what will this man do? Coming under such conditions he expects antagonism, he detects the smallest lack of respect accorded him, and is keenly alive to criticism, while he pretends indifference to the opinions and comments of his subordinates. The employé who thinks to accomplish anything by showing his dislike to him and contempt for him, makes a serious mistake. At first a sensible officer will overlook this feeling in the men, appreciating loyalty in man, but if the deposed officer was entitled to loyal remembrance, the new officer is entitled to loyal service, and no man can be acceptable to an officer, no matter how technically he adheres to his work, if he maintains in his looks and speech antagonism to his superior officer, and while bringing it upon himself ultimately, by refusing proper fealty and allowing his tongue too much latitude, in his discomfiture, he cries, "because I would not knuckle to him he has it in for me."

Railway officials, like other rulers, have their theories and policies. Some believe too much familiarity with their men begets a lack of respect for themselves, while others think a cer-

tain amount of off-hand freedom causes the men to feel less likely to deceive them in time of trial. It depends much upon the man whether ruler or ruled. Some officers cannot be familiar without being so patronizing it lowers the self respect of the patronized, who is slapped on the back familiarly, while the tone and manner of such officer makes a self respecting man feel much as if he had heard "good dog, good horse, or good servant," because he was not counteracting but forwarding the wishes of the "slapper," leaving the interests of the company out of the question. The near approach of such men but reveals the mental tinsel of their official dress, which, at a distance, passes for gold, and the man who discovers its true nature, if wise, will pretend to see nothing but gold. If he is lacking in self control or easily flattered, he may return the slap on the back, and discovering nothing but tinsel, tell others of its fictitious value. When getting the reward of his babbling, he says, "he had it in for me, but why?" Other officers do not believe in familiar approach to or from the men. Some because of their knowledge of men, or lack of knowledge of men, and knowledge of self, fearing familiarity will, justly, bring contempt.

Naturally the man or men who resent, by word or action, the "good dog, or good horse" tone, because their self respect revolts, will, in time, be marked men, having hurt the self love of the officer in not conforming to his view of the best method of handling men. While the man who grows too familiar with the exclusive kind will be disliked because he, in that officer's mind, thereby detracts in the eyes of the men, and in his own eyes, from the dignity he would be supposed to be hedged about with. When the current of official action sets against such "marked" men, and they find it hard running against it, they cry "he has it in for me." In a measure true, but a little diplomacy, on the one hand and self control on the other, would have counteracted the current. Don't try to batter down a stone wall with your head when you can go around or climb over; it won't pay and always bruises the head.

Discipline is very necessary upon railway lines and any officer, worthy or unworthy, must be accorded obedience and apparent, if not real, respect, on account of his position, if not for himself, in the nature of things for those failing said officer will "have it in" for them.

The surest way for a man to make an officer "have it in" for him is to, after thinking upon the matter until convinced that it is so, tell him directly or indirectly, he thinks so. He then sets the officer thinking about it, perchance for the first time, while conscious in his own mind he has not, intentionally, done the employé wrong,

the fact that the employé harbors the thought that he has been intentionally wronged by him prejudices, or is very apt to prejudice, him against the too suspicious man, and from thinking to knowing he "has it in" for him becomes only a step. Superstition sometimes will account for "having it in." Men deny a weakness born of superstition; nevertheless, it is notorious with railway men. Who among old railway men has not heard, "accidents go by threes," or after an accident the remark, "there will be two more," or after three by one man, no matter how much time between them, "now he is all right he has had three!" A former railway superintendent told the writer he once discharged an engineer because he always seemed unlucky. He was conscientious and capable, but always was in trouble without seeming at fault. After keeping him until he was satisfied he was hoodooed he discharged him for the good of the company. Not being able to discharge him for being a hoodoo, after coming to the conclusion to let him go, he had to "lay for him," wait for some excuse to put his determination in force, and the engineer, who had retained his place after several grave accidents, found himself "out" on account of a small one where apparently no blame could be attached to him; then very properly, justly and truthfully he said, "he had it in for me." The man said "he did not know why," the officer said "hoodoo." Other officers doubtless have done likewise, but have not the disposition to own to it. Officers have been known to declare "they didn't care for the criticism of employes." They may think so but if they owned a dog who made no distinction whether barking at an intruder or themselves if the bark sounded alike, in time they would dispose of the dog to get rid of the annoyance. One may pass along the street secure in their self containment, yet a prejudice will come, even against a bootblack, who jibes at them because no shine is bought, and when the same bootblack fails next day to sell him a paper, although one may have forgotten, or think they have, the refusal to buy a shine, the comment from "newsy" recalls it when he says "he has it in for me, dat's why he won't buy." Likewise, unconsciously, criticism of an officer is fruitful of much prejudice against the critic, in spite of determination to ignore all criticism.

A conductor may have a run of bad luck, accidents, late trains, etc., until the dispatcher unconsciously thinks him a hoodoo. One, I call to mind, who after many repetitions, was asked by the dispatcher "if he did not want to lay off to break the hoodoo?" In this case, happily, the officers did not allow superstition to blind them, yet the conductor might justly have said "luck had it in for him."

Sometimes an employé gets injured, and taking advantage of the company's liability, gets all the law allows, with agreement of employment. Conceding the company has a few rights as well as the man, no wonder at the first opportunity that man goes after releasing the company. The officer responsible for him diplomatically "lays for him," and he finds himself out with no remedy, saying philosophically, "I knew they had it in for me."

Thus circumstances, for and against, could be multiplied. Observation and experience bear me out in asserting, too often, the unfortunate man says, without cause, of the fortunate one, "he stands in;" while deep down in his own mind he knows why *he* don't "stand in," refusing to acknowledge the reason to himself. Also failure may find some consolation, and possibly smooth the smart of discomfiture, if the reason can be attributed to some other cause than within themselves, and the charge of "he or they had it in for me," may, sometime, truthfully be made while more frequently it should not. For without doubt much of the "standing in" and "having it in," comes from within the person it is said of. A man, conscious his course will produce desirable or undesirable results should persist in the one and desist from the other, overcoming official coolness by personal tact and compel recognition by worth and patience; failing in this accept it manfully without subterfuge.

#### Joppa to Jerusalem.

Something in the situation reminded me of those minerals which will not fuse. Here was a railway, sure enough, with the stout T rails and the strap connections, the frogs and the side tracks, the gasping engine and the waiting cars. That was all modern enough and all natural enough to my western eyes. But here was the waiting room of ancient construction, with its small, deep windows and its low thick walls; its utter withdrawal from the world, and its silence as of the past which is buried under a succession of centuries. It might have been the very home of that Simon the tanner who entertained Peter when the intense evangelist came to prepare for his mission of peace. Upon this roof might have been the couch on which that holy man reclined when came down to him the vision of a sheet containing food his creed had always called unclean. It might have been through this very doorway the messengers of Cornelius entered when they summoned Peter to a ministration which was the sequel to his vision, and which taught the truth that his God was no respecter of persons. Just outside the door and down this sloping street

thongs of men once hurried to handle the rafts of cedar King Hiram sent down from Lebanon for use in Solomon's temple. And once again this shore was thronged when, after many years, Zerubabel rebuilt the temple and drew again, under a warrant from Cyrus, upon the mighty forests of the north.

For this is Joppa, ancient of the ancients, western terminus of the Palestine railway, the town whence Jonah sailed when he fled to Tarshish, Spain, though the Lord had ordered him to Nineveh. It was here, in one of these houses, perhaps that Dorcas was restored to life. In this old town all the nations of the east and west have set their foot, yet never one of them has changed its character from those rude lines which marked it a harbor for Phoenicia, a seaport for Jerusalem, a refuge for the robbers in Strabo's time, and left it desolate when Persian, Roman, Mameluke and Frank visited it with successive desolation. This was Joppa, older than history, just born in the noisy world of progress.

Into the door came bursting a figure, gold braid on his London coat, Martin blacking on his English shoes and his voice like the drone of a tempest in pain.

"Lyd-da station, Remleh, El-Man-sou-rab, Dier Aban, Je-ru salem! Cars now ready!" with the final section crisp and swift, ending in a rising inflection as if to spur the sluggard of the east.

We pushed outside and found the unroofed platform crowded with a group quite out of touch with this innovation. There were Arabs, mongrel Jews, a dervish and an Indian; a Paris speculator and a London tourist; a Boston woman and a Western king from mines as rich as Ophir. We clambered up the steps much in the selfish fashion of passengers in the West, and seized the choicest sittings, as if this land had never given birth to that great "golden rule."

A brakeman hurried through the car, opened a box by the water cooler and grabbed a battered oil can. He rammed it through an open window to a waiting menial on the ground, exclaiming:

"Thers's his bloody doper. Tell him if he puts it in my box ag'n I'll heave it over the hills of Gath, the hammer-headed couplin pin."

The engine bell was ringing and the swaying cars were crossing the limits of this land of Dan, given to Jacob's son by a favored father, when the conductor came through the door with the one word:

"Tickets."

He punched and collected much in the usual way as he tilted down the car. I was looking off to the north, where Gilgal hides in Samarian swales—not the place where Israel camped that

first, full night after crossing Jordan, but that other sacred spot from whence Elijah timed his gorgeous flight to heaven—I was looking over there and pondering on the strange mutations which have marked this holy land, when the conductor came to me. He had a little sheaf of tickets in his hand, and I thought to win his favor by remarking on the road's prosperity.

"Quite a load of passengers," quoth I, and smiled upon him.

"Naw," he growled; "not crowd enough to flag a hand car." And he passed along.

The brakeman bawled out: "Lydda station," repeating in a softer tone. Here history clusters like a mass of crystals. Peter met the paralytic Eneas here and cured him. Here he heard the summons to Tabitha's couch of woe. Here Cassius ranged and sold the city's population into slavery. Here Antony set them free, and here successive invasions proved its importance till Hadrian's reign marked it a city for Romans to honor. Here England's patron, great St. George, was born, and here his bones lie tombed beneath a church not sacred from the touch of vandal hands.

Here the road bends south, and an empty car at the rear of our train was shunted off.

"Throw that switch, you stuttering clam!" yelled a man near the engine. "Throw it and lock it, or I'll chuck your greasy carcass in the fire box." And he walked back slowly, waving his right arm lightly to the engineer, then suddenly lifting both hands and striking downward with a forceful gesture. The cars were stopped with a sudden bump, then promptly started again. We were on our way to Ajalon.

"Peanuts, bananas, fresh buttered popcorn!" called the train boy, slamming the door behind him. "Peanuts—a prize in every package." And he glared at the orientals who would not buy, cursing them, while he doubled the price to occidentals who recognized his domination.

And this is Ajalon, town of the heathen which Dan could not conquer, fortified by Rehoboam and baptised in blood when Joshua overthrew the Cananites. Yet this is Ajalon which stood at the frontier of three great tribes and maintained its Philistine independence to the last, like Switzerland in the midst of warring Europe.

"And where is Ekron?" I asked as the conductor passed again.

"Ekron is only a flag station," he answered. "We passed it back here six miles."

"And is the town entirely obliterated?"

"No; that's a boarding house for the station men, and the biggest tool box on the line. Mebby you seen it."

I didn't. I only thought of that older Ekron

on the boundry line of Judah's territory; the place to which the captured ark was carried last, and which was visited with such desolation as earned it final restitution to Israel's hosts. I thought of Ekron—that Babylon of Philistia, where "the altars were broke in the temple of Baal" when the cohorts of foemen were swept out of life that night by the invisible hand of omnipotence.

"Je-a-rim!" called the brakeman through the open door. "Jearim! Change cars for Mispeh!"

"For Mispeh!" I started at the hallowed name. Change cars for Mispeh? All out for Mispeh? Mispeh, and 10 minutes for refreshments? Sure the sun might well stand still in Gideon. Here Jacob and Laban made covenant, and builded an altar, which marked the spot and stood as witness while famine ruled the land and Israel's sons sojourned in Egypt; stood as a witness while Moses wandered 40 years beyond the Jordan, and stood till outlawed Jephtha came back at the call of his people and led them to triumph against the invader; stood till Jephtha's daughter read her doom in the pallid face of her sire, then gave her life to keep his covenant. And just across these hills that travel westward as we travel east lies Mispeh, lies Laban's monument, lies that pure girl who flung herself upon her sire's mailed breast and read the pledge that earned him victory.

And pondering this, the hour passed till we plunged without a warning into the walls of Jerusalem. The pace was slackened, the bells were ringing, the stoical, immovable natives were looking at the cars as if they meant no more than camel caravans. And the door was opened again, and the man called out:

"Jerusalem depot! End of the road. All out for Jerusalem!"

And we clambered down by the side of an engine that panted and coughed with excessive steam, that bumped on the cars till the couplings parted, then trundled away to a roundhouse, which stands at the edge of the pool of Siloam.

I could not get the noise of it out of my ears. A railway train here in Jerusalem! Here where the pomp of Solomon made wonder for the world; here where the arm of the East did deadly desolation; here where with trowel in one hand and sword in the other the faithful built up the walls again; here where retribution seemed to find a home from that grim hour when Calvary became a name till every drop of Jewish blood was stilled in death or chilled in banishment. Bright palace in a vision which we all have seen, your portals are entered by a heathen who knows you not, who recks you not, who will change your service from the slow swinging censor of ancient and

eastern belief into the quick beating measure of modern resolve.

And yet I could not easily banish that beautiful past. There seemed a hope as I turned from the train and walked away. But through the open windows of the station eating house came the last blow, the fatal thrust of lance on unhorsed knight.

"Plate of wheat!" wailed out a distant serving man, and close by me the answer came with crushing clearness and familiar ring:

"Take away your cakes."

There is no more Jerusalem.—*Minneapolis Journal*.

#### From the German.

[This poetic prayer was dedicated in the original German to the grandfather of the present Emperor of Germany, upon his embracing Freemasonry. It is highly prized in Masonic circles in Europe. A surrounding design, after the architectural style of Solomon's Temple, as found in oldest archives of Masonry, has been selected for publication in pictorial form as an appropriate framework for the prayer, which was first translated into English by Otto Peltzer in 1868. For publication it has been rewritten and much improved.]

#### I call on Thee!

• For whom the suns untold are burning,  
For whom Thy children's hearts are yearning,

#### I call on Thee!

The wonders of Thy works I do behold,  
I view Thy wisdom's power a thousand fold,  
But for Thyself for Thee, I seek in vain.  
I hear Thy voice in rapture rise,  
In thunder tones it shakes the skies;  
But for Thyself, for Thee, I seek in vain.  
Thy spirit is beyond man's comprehension,  
Our Father Thou who reignest from above;  
But in the sanctum of Thy glorious mansion,  
There seek I Thee in Thy parental love.  
And pray: "Our Father, Thou who art in Heaven!"

#### I praise Thee!

No single word can e'er define Thy fame,  
In every tongue Thou hast another name,

#### I praise Thee!

Not Isis Allah, Bramah points Thy ways,  
Nor man, nor seraph fully chants Thy praise,  
One name defines not Thee!  
For though in storm the savage fears Thy might,  
And Greek his Demiurge implores for light,  
Thee, "Artificer of the Universe," I hail,  
And thus extol Thy worth, nor in my worship fail  
To pray "Hallowed be Thy name!"

#### I supplicate Thee!

With faithful warriors place Thou me in line,  
With them I'll battle for truth's holy shrine.

#### O, hear me!

For every Mason cast the bounties from Thy hand,  
Draw close the mystic tie around our band—

That tie, strong even after death—  
Till every wand'rer on this busy strand,  
He, at the north pole—he in the desert's sand,  
Till all Thee worship in one breath—  
Until Thy hand shall safely grasp the helm  
Of all Thy children's bark throughout Thy realm.  
Till then I'll pray "Thy Kingdom come!"

#### Thine am I, O Lord!

Show me Thy light throughout this earthly strife,  
Your compass must direct my course in life,  
Thy visage let my guide-line be;  
Should selfish pride our hearts possess—  
Which oft it does, we meekly all confess—  
Burst its vile chain with aid from Thee!  
The Mason's laws demand His humble love,  
Thy will be done on earth as at Thy throne above.  
What is mine, is Thine!

Not honors nor the wealth of dross I crave,  
These are but breath and dust beyond the grave;

#### Thou gavest much!

Where'er pale poverty in misery groans,  
And calls for helping hands in stifled moans,  
When I meet want clad in the scanty garb of woe  
And hear the voice of hunger sobbing low,  
Then let my arm be swift—the trowel wield—  
Then let my apron up its treasures yield;  
So here devoutly I will raise my head,  
To plead "Give us this day our daily bread!"

#### Forgive us, O Lord!

Where I can find a brother gone astray,  
Give me Thy aid to help him on Thy way;  
E'en though he did me wrong in act or thought,  
Ne'er let my heart contrive against the fall'n  
aught—

Ne'er let a blot of hatred stain my sword,  
But with a spotless apron hide discord;  
For none are truly pure and free from sin,  
But only Thou—Thou Master high within—  
Within Thy holy circle of forgiving love!  
So let us pray, our trespassers forgive,  
So we forgive our trespassers who live!

#### Guide us, O, Lord!

The Mason's path through all this vale of care  
Directs the rule, the compass, and the square;  
But yet among its hosts, while 'gainst our laws,  
The low and vicious often show their claws;  
When weak and tempted by the world's desire,  
Which serpent like our bosoms often fire,  
Do Thou, who ever hast and ever wilt be,  
Guard o'er the Mason while he loveth Thee;  
Before a brother yields to sin's temptation,  
Lead him to Mercy's fount for meditation;  
Unto the horns upon Thine altar bid him cling,  
For there the "Holy Three" salvation bring;  
We beg, lead us not in the tempter's ways,  
Save us from evil in our mortal days,

Hallelujah!

Thy throne no strife can shake,  
Though all the world at every corner quake,  
Thy temple's firmly founded in Thy lands,  
It rests on Masons' hearts, on Masons' hands,  
Then lead us safely 'neath Thy starry tent,  
Until we view Thee in Thy orient,  
Until the gates shall open to Thy holy seat,  
Where all our brothers in their hosts will meet.  
For Thine's the kingdom, with its dignity,  
As has forever been so to eternity,

Amen, so mote it be.

SAN ANTONIO, Texas.—There was a curious and novel scene in the Crystal gambling rooms here a night or two ago. The Crystal is a typical Texas gambling resort of the better class. All of the games are run strictly "on the square." The dealers are the best dressed men in the town and are a set of quiet, gentlemanly, courteous and well groomed sports, who are always ready to turn a card for the limit, set up the drinks, stake a poor fellow to a meal, or tell a good story. There are never any fights in the Crystal, for the good and sufficient reason that every cash drawer contains a smoothly-working six-shooter and nearly every one of the "gambs" has proved himself capable, at one time or another, of working the combination which lets the soul out of a man's body at the same time that it lets a cylindrical bit of cold lead out of a gun.

They are all of that peculiar type of very quiet, peaceable soft-spoken men—so often met in Texas and so seldom elsewhere—who, being once roused, will face any odds without a tremor and kill their enemies as unconcernedly, as in less stirring moments they will twirl the roulette ball, shake the dice or slip the cards from a dealing box.

The games were all running steadily the other night. Every table had its group of players, who, with more or less excited faces, watched the movements of Dame Fortune, as she turned her thumbs down or up in the old, old game of "wiggle-waggle" which the Vestal Virgins used to play so cruelly at the gladiatorial contests of ancient Rome. The faro lay out was covered with chips of patriotic red, white and blue; the little ivory ball was humming a syren song as it circled 'round the roulette wheel; the "crap" dice were capering madly over the green cloth to the accompaniment of snapping fingers and "come a six" of the players; the silver dollars were clinking at the monte table; the big dice were rattling down their wooden chimney at the hazard game.

Now and then some excited player would make an exclamation, but not often, and, except for that and the sing song of the roulette dealer's

"twenty-seven and the red!" or "eight and the black!" the place was quiet.

Presently a tall, slim gambler, whose hair has won for him the nickname of "Red," who sat in his shirt sleeves mechanically shuffling a stack of chips began to hum in an absent-minded way the beautiful old hymn of "Nearer My God to Thee!" Gradually his voice gained in volume, and then, as the familiar tune and words began to tremble on the air, others joined in and sang with him.

A small, dark man with black and piercing eyes and handsome face leaned back in his chair at the faro table and led the air in the sweetest of tenor voices; a big fellow who was playing for high stakes at monte and who looked like a cattleman, supplied a strong, deep chested bass; and soon a grand chorus of thirty or forty voices was making the rooms ring with the sweet and solemn music which, perhaps, most of those there had not heard for many and many a long year.

The games went on as steadily as ever, and with the words of faith and praise were mingled such phrases as: "Last turn, boys; pay you four for one if you call it!" "The ten's a case; do you want it coppered or open?" "The caballo wins in the door!" "Thirty-one and the black!" "Rolled a seven!" and others which are probably equally unintelligible to the majority of readers—outside of Texas.

Two verses of the grand and beautiful hymn were sung, and then the music died away as suddenly as it had begun.

The small, dark man with the piercing black eyes sat with his chair tilted back, his legs outstretched and his gaze fastened on the ceiling. Presently he rose, cashed in a stack of blue chips and started slowly towards the door. As he passed "Red" he stopped, held out his hand and said: "Good-bye, olu man."

"Why, where are going, Jeff?" asked Red.

"Oh, I'm going to take a little trip back to Alabama," said Jeff in a careless tone. "I haven't seen the old folks for ten years, you see, and—well, I might as well go now as at any time. Adios, compadre!"

And he walked slowly out and down the stairs, while the little ivory ball flew round in the roulette wheel more madly and more merrily than ever.

N. A JENNINGS.

#### The Farmer and Railway Legislation.

It seems proper, in showing what government is doing to secure justice from railways to their patrons, to emphasize the importance of commissions, since this is the part of the subject usually overlooked. The truth is, there has been created in this country during the past twenty years a vast

governmental organization which, if permitted to develop as experience points the way, and if supported by the enlightened sentiment of the public, will surely solve the railway problem without endangering the stability of our democratic institutions. To speak in detail of the work already accomplished by commissions would carry us beyond the limit of a magazine article. Many contested questions have been decided, a fact of importance, not only to the parties directly interested, but to the public at large, since through such decisions there is being crystalized a body of opinion touching the rights and duties of railway corporations. In the matter of charges, for example, the power of fixing, revising, or altering rates has been exercised by the Interstate Commerce Commission and by the commissions of the states of Alabama, California, Florida, Georgia, Iowa, Illinois, Kansas, Maine, Minnesota, Missouri, Mississippi, Nebraska, New Hampshire, North Carolina, North Dakota, and South Carolina. The power to regulate connections and terms of exchange of traffic between railways has been exercised by the Interstate Commerce Commission and by the commissions of the states of Alabama, Connecticut, Georgia, Iowa, Illinois, Massachusetts, Maine, Michigan, Minnesota, Mississippi, Nebraska, New Hampshire, North Dakota, South Carolina, South Dakota, and Wisconsin. As legal principles are evolved by the decisions of the courts, so the reciprocal rights and duties of those interested in the question of transportation may be evolved through the aggregation of opinions rendered by commissions. It is not more schemes or plans for the solution of the railway problem that are desired, but a more careful study and a more conscientious application of the plan to which the country has committed itself. It should not be forgotten that any great social or industrial question ceases to be a question when the people of the country come to think clearly respecting it.

—Henry C. Adams in the *Century*.

#### Wolcott Balestier's Colorado Novel.

In the December *Century Magazine* is printed the first instalment of "Benefits Forgot," a novel from the pen of the young American author, Wolcott Balestier, whose early death in Dresden a year ago cut short a career which such friends as Henry James, Edmund Gosse and W. D. Howells believe would have brought the highest credit to American literature.

The scene of "Benefits Forgot" is laid in Colorado. Balestier twice visited that state, and to the end of his brief career his last sojourn in the west remained his most vivid and fascinating experience. The large issues of life in Colorado

moved him profoundly, and though an eastern man by birth and a resident of Europe at the time of his death, it was to Colorado that his imagination turned, and it is to that state that his notable work belongs.

At Leadville in 1884, he made the first rude sketch of the novel which has now begun to appear in *The Century*. It was there that he found the large and vital background for the virile types of humanity that his imagination was so fond of creating. The characters in "Benefits Forgot" are of a much higher type than Balestier has depicted in his short stories, "Reffey," etc.; and the towns of "Maverick" and "Topáz" are as real as Denver and Leadville—although it is the Colorado of ten years ago that Balestier describes.

The manuscript of "Benefits Forgot" was sent to the editor of *The Century* by a common friend in England. The name of the author was withheld, and the story was virtually accepted for serial publication with no knowledge of the author. A short time after, Mr. Balestier was in New York, and while he was in *The Century* office arranging for the publication of "The Naulahka," which he and Rudyard Kipling had written together, the editor happened to mention with praise, "Benefits Forgot," and in his half concealed pleasure the "secret" of its authorship was forthwith revealed.

His death from typhoid fever came a few months later, and so it is that "Benefits Forgot" is a posthumous novel, and the last piece of writing from the pen of its talented young author. Balestier's sister is now the wife of Rudyard Kipling, and they are living at the Balestier homestead in Brattleboro, Vermont.

#### Our Familiars.

BY S. E. F.

"Where are my familiars?  
The "nnished" student asks,  
Returning from college  
And his completed tasks.  
Eager to greet faces  
Familiar to his eyes,  
As he now recalls them,  
He learns with sad surprise.

Time which, to him, moved slow,  
To others hurried past,  
And his commence nent day  
For others, proved the last.

"It pains me much to learn,"  
With sadness he then said,  
"Some of my familiars  
Are numbe red with the dead."

"Where are my familiars?"  
 Says one, "just in his prime,"  
 Who halts in his calling  
 To note the flight of time.  
 Memory recalling  
 Some faces full of care,  
 Familiar to him once,  
 But now he queries, "where?"  
 From out the busy years  
 Does panoramæ glide.  
 Showing forms familiar,  
*Many* of whom have died.  
 Turning to cares again  
 He philosophizes:  
 "We all must go, some time;"  
 "Who next?" he surmises.

"Where are my familiars?"  
 The aged pilgrim said,  
 Who had for three score years  
 Only ambition fed—  
 Until disappointed  
 With time, for him most done;  
 He looks for them vainly,  
 And finds, alive, *not one*.  
 In the silent city  
*All* of them are resting,  
 Their names above, mutely  
 Unto Him protesting.  
 His dearest familiars  
 Are all, with this world through;  
 He cries, "I'll gladly make  
 Death my familiar, too."

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The Blue and the Gray.

By the flow of the inland river,  
 Where the fleets of iron have fled,  
 Where the blades of the grave grass quiver,  
 Asleep are the ranks of the dead;  
 Under the sod and the dew:  
 Waiting the judgment day—  
 Under the sod the blue;  
 Under the other the gray.

These in the robes of glory,  
 Those in the gloom of defeat,  
 All with the battle blood gory,  
 In the dust of eternity meet;  
 Under the sod and the dew;  
 Waiting the judgment day.  
 Under the laurel the blue;  
 Under the willow the gray.

From the silence of sorrowful hours,  
 The desolate mourners go,  
 Lovingly laden with flowers,  
 Alike for the friend and the foe.

Under the sod and the dew,  
 Waiting the judgment day—  
 Under the roses the blue,  
 Under the lillies the gray.  
 So with an equal splendor,  
 The morning sun rays fall,  
 With a touch impartially tender,  
 On the blossoms blooming for all;  
 Under the sod and the dew,  
 Waiting the judgment day—  
 Brodered with gold the blue,  
 Mellowed with gold the gray.

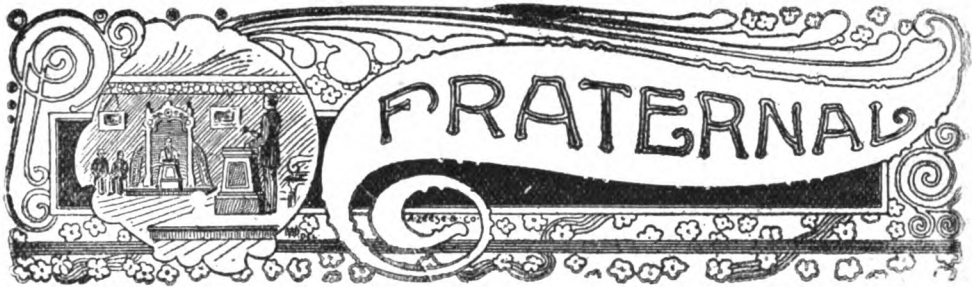
So when the summer calleth,  
 On forest and field of grain,  
 With an equal murmur falleth  
 The cooling drip of the rain.  
 Under the sod and the dew,  
 Waiting the judgment day—  
 Wet with the rain the blue,  
 Wet with the rain the gray.  
 Sadly, but not with upbraiding,  
 The generous deed was done;  
 In the storm of the years that are fading,  
 No braver battle was won.  
 Under the sod and the dew,  
 Waiting the judgment day—  
 Under the blossoms the blue,  
 Under the garlands the gray.  
 No more shall the war cry sever,  
 Or the winding rivers be red;  
 They banish our anger forever,  
 When they laurel the graves of our dead!  
 Under the sod and the dew,  
 Waiting the judgment day—  
 Love and tears for the blue,  
 Tears and love for the gray.

—FATHER RYAN.

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Bureau of Information.

Representatives of fifteen railroads and three lake lines participated in a conference at Chicago yesterday, the object of which was to arrange details for the establishment of a bureau of information at the world's fair grounds during the progress of the exposition. The Chicago lines represented were the Atchison, the Baltimore & Ohio, the Chicago & Alton, the Burlington, the Chicago & Grand Trunk, the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern, the Chicago & Great Western, the Illinois Central, the Lake Shore, the Monon, the Michigan Central, the Pennsylvania, the Wabash, the Wisconsin Central, the Goodrich Transportation Company, the Graham & Morton Transportation Company and the Lake Michigan and Lake Superior Transportation Company. The last three are lake lines. The result of the conference was the adoption of a resolution agreeing to establish a bureau of information, a committee composed of P. S. Eustis, O. W. Ruggles, C. A. Kniskern, John Singleton and George H. Heafford was appointed to arrange details for putting the plan into execution. The committee will meet at Mr. Heafford's office next Monday.



## ELECTIONS.

BRADFORD DIVISION NO. 200.

BRADFORD, Pa., Dec. 20, 1892.

At the annual election of officers of Bradford Division 200, held in Bradford, Sunday, Dec. 18, 1892, the following officers were elected for 1893: F. M. Brown, C. C., No. 30 Elm street, Bradford, Pa.; D. O. Robinson, A. C. C.; H. N. Richmond, Sec. and Treas.; F. L. Gardner, S. C.; John Mullins, Jr. C.; J. J. Conners, I. S.; John Kelley, O. S. Division committee and trustees—F. M. Brown, chairman; I. H. Kissell, Wm. Drake. Delegate to grand division—J. T. Flaherty; alternate—Geo. C. Fagnan.

Yours truly in P. F.,

W. T. BOGART, Sec. and Treas.

BARKER DIVISION, NO. 213.

MICHIGAN CITY, Ind., Dec. 20, 1892.

The following officers were elected December 11th, for the ensuing year: Wm. Bouchard, C. C.; E. Pinney, A. C. C.; W. C. Bush, Sec. and Treas.; F. T. Fryer, Sr. C.; E. P. Herlehay, Jr. C.; E. T. King, I. S.; Geo. J. Romel, O. S.; W. C. Bush, delegate; A. E. Shires, alternate. Trustees—T. J. Robinson, A. E. Shires, W. C. Bush. Grievance Committee—E. Penney, E. P. Herlehay, J. B. Blakesley.

Yours in P. F.,

W. C. BUSH, Sec.

CHARLOTTE DIVISION, NO. 221.

CHARLOTTE, N. C., Dec. 4, 1892.

At a regular meeting of Charlotte Division, held to-day, the following officers were elected: R. W. Moore, C. C.; G. G. Shannonhouse, A. C. C.; J. H. Smith, Sec. and Treas.; W. S. Orr, Sr. C.; H. N. Moss, Jr. C.; J. D. Winters, I. S.; W. R. Murray, O. S. R. W. Moore delegate to next Grand Division, with H. P. Johnson alternate. T. P. Ross, No. 515 North Church street, elected to hold the telegraphic cypher.

Yours very truly in P. F.,

J. H. SMITH, Sec. and Treas.

WILMINGTON DIVISION, NO. 224.

WILMINGTON, Del., Dec. 18, 1892.

Wilmington Division, No. 224, O. R. C., held their annual election of officers December 4, and

the following were elected: C. F. Sherburne, C. C., No. 910 Jefferson street, Wilmington, Del.; Robert E. Boylan, A. C. C.; Jas. Allison, Sr. C.; M. M. Shaw, Jr. C.; John T. Sweeney, I. S.; A. T. Ewing, O. S. Trustees—I. T. Parker, F. E. Emerson, Jas. Allison.

Installation held December 18th.

Yours truly in P. F.,

J. F. BOYLAN, Sec. and Treas. Div. 224.

STEBEN DIVISION NO. 225.

HORNELLVILLE, N. Y., Dec. 23, 1892.

The officers elected for the ensuing year are: B. F. Collins, C. C.; E. L. Sisson, A. C. C.; W. E. Curtiss, S. & T.; A. Depue Sr. C.; M. F. McCarthy, Jr. C.; L. R. Mack, I. S.; F. O. Beebe, O. S.; O. W. Stevens, delegate; W. E. Curtiss, alternate. Division Committee—B. F. Collins, O. W. Stevens, M. F. McCarthy.

Our meetings are held each alternate Tuesday, commencing January 3, at 7:30 p. m., at B. of L. E. hall, 137 Main street.

Truly in P. F.,

W. E. CURTISS, Sec. and Treas.

CLAUD CHAMPION DIVISION, NO. 227.

LINCOLN, Neb., Dec. 24, 1892.

At our regular meeting December 24, 1892 we elected the following officers for 1893: J. T. Weisman, C. C.; Ed. B. Taylor, A. C. C.; O. S. Ward, Sec. and Treas.; H. R. Prentice, Sr. C.; C. A. Johnson, Jr. C.; T. F. Bartlett I. S.; O. Steele, O. S.; O. S. Ward, delegate; H. R. Prentice, alternate. Division Committee—O. Steele, A. K. Day, P. J. Cunningham.

Division 227 never was in a better condition than she is to-day; out of debt, money in the treasury, and taking in new members at every meeting, and with few suspensions, and would not have any if the Brothers would take the RAILWAY CONDUCTOR, attend division meetings when they have the opportunity, and keep the Grand Secretary and Division Secretary informed when they change their postoffice address. Nine times out of ten when a Brother is suspended it is his own fault. The best way is, on January 1st write your Division Secretary for a statement of your

account for the year, then pay it; then pay all assessments promptly when you receive the notice and you will not have any trouble. If you don't do it, don't blame the Grand Secretary or your Division Secretary if you are suspended for non payment of dues.

Wishing all Brothers a merry Christmas and happy New Year,

I am yours in P. F.,

O. S. WARD, S. and T. 227.

NICOLLS' DIVISION, NO. 229,

READING, Pa., Dec. 21, 1892.

At the last regular meeting of Nicolls' Division, No. 229, the following officers were elected. J. W. Scott, C. C.; R. W. Smith, A. C. C.; J. M. Bryan, Sec. and Treas.; H. E. Cox, Sr. C.; Timothy Lynch, Jr. C.; T. C. Geiger, I. S.; William Magill, O. S. Trustees—R. W. Smith, Nelson Adams, T. C. Geiger. Rufus W. Smith, delegate, No. 166 N. Tenth, street, Lebanon, Pa.; H. E. Cox, alternate.

Yours truly in P. F.,

J. M. BRYAN, S. and T.

ROME DIVISION, NO. 230.

ROME, Ga., Dec. 14, 1892.

At a regular meeting of Rome Division, 230, December 11th, the following officers were elected for the year 1893: F. F. Starr, C. C.; C. M. Fouché, A. C. C.; J. T. Barnes, Sr. C.; C. B. Walker, Jr. C.; W. E. Russell, Sec. and Treas.; H. H. Hays, I. S.; H. A. Hawkins, O. S.; delegate, R. N. Harris; alternate, F. W. Ford.

Yours truly in P. F.,

W. E. RUSSELL, S. and T.

SIOUX CITY DIVISION, NO. 232.

SIOUX CITY, Iowa, Dec. 4, 1892.

Our annual election of officers was held to-day, with satisfaction to every member, and with no debating or unpleasantness, with the following result: E. Frasier, C. C.; John VanValkenburg, A. C. C.; H. A. Shaffer, Sec. and Treas.; C. P. Graham, Sr. C.; J. I. Buell, Jr. C.; W. F. Reinsh, I. S.; Mike Golden, O. S.; H. A. Shaffer, delegate; alternate, E. Frasier.

Very truly in P. F.,

H. A. SHAFFER.

LEXINGTON DIVISION NO. 239.

MT. STERLING, Ky., Dec. 6, 1892.

The following officers have been elected to serve for the year 1893: A. W. Staley, C. C.; J. H. Stephenson, A. C. C.; C. H. Petry, Sec. and Treas.; E. W. Hughes, Sr. C.; J. P. Carney, Jr. C.; J. R. Carmichael, I. S.; J. L. Seamonds, O. S.; A. W. Staley, delegate; J. L. Seamonds, alternate. Division Committee—Carmichael, Seamonds and M. W. Martin. Division Committee

for C. & O., Carmichael, Hunsaker and Ridgway; for L. & N., Seamonds, R. W. Martin and McSorley; for K. U., M. W. Martin and Hough.

C. H. PETRY, S. and T.

PIKE'S PEAK DIVISION NO. 244.

COLORADO SPRINGS, Col., Dec. 18, 1892.

The following named Brothers were chosen to fill their respective stations in Pike's Peak Division, 244, Colorado Springs, Colo.: E. C. Heap, C. C.; J. V. Russ, A. C. C.; E. J. Woolheater, Sec. and Treas.; Geo. A. Briggs, Sr. C.; W. L. Moody, Jr. C.; J. P. Bowersock, I. S.; B. L. Beynon, O. S. Finance Committee—George A. Briggs, chairman, C. M.; S. D. Johnson, C., R. I. & P.; H. J. Stanley, A., T. & S. F. Ry. H. J. Stanley, delegate; H. W. Bartlett, alternate. Cipher Code correspondent, H. J. Stanley.

CLOVER LEAF DIVISION, NO. 254.

FRANKFORT, Ind., Dec. 16, 1892.

At our annual election, Sunday, December 11, the result was as follows: Jno. W. Daily, C. C.; Fred Wear, A. C. C.; D. S. Campbell, Sr. C.; Wm. Lockard, Jr. C.; Wm. Hannah, I. S.; R. F. Clark, O. S.; H. J. Hille, Sec. and Treas.; Jno. W. Daley, delegate; H. J. Hille, alternate.

Yours in P. F.,

H. J. HILLE.

RALEIGH DIVISION, NO. 264.

CHAPEL HILL, N. C., Dec. 15, 1892.

At a special meeting of Division 264, on December 11, 1892, the following officers were elected for the ensuing year: D. B. Jones, C. C., Raleigh, R. & G. R. R.; T. F. Wilson, A. C. C.; C. B. Guthrie, Sec. and Treas., Greensboro, N. C.; T. F. Kirtland, Sr. C.; F. C. Smith, Jr. C.; W. P. Clements, I. S.; W. B. Williams, O. S.; W. S. Witherspoon, delegate; T. F. Wilson, alternate. Some few months ago it was decided to hold only one meeting, the fourth Sunday. We all thought more meetings would be beneficial to our division, and it was changed to the first and fourth Sunday, at 2 p. m.

Our division is in a very prosperous condition. We have work to do in each degree every meeting. I promised to let you hear from me after the Union meeting at Columbia, S. C., but as Bro. J. P. R. has written you, I will not say much.

We had a very pleasant meeting, over one hundred present. At night the Methodist preacher delivered a splendid sermon. There were about thirty or thirty-five present, as the rest were compelled to leave on an early train.

There is one thing I can say: Raleigh Division, 264, has a member that walks twenty miles once a month, or every other month, to a division

meeting. If every member of the O. R. C. had pluck like that one, each division would have a fine meeting, and would prosper.

Wishing THE CONDUCTOR a merry Xmas and a happy New Year, I am,

Yours in P. F.

F. C. SMITH,  
Cor. Sec. Raleigh Div., 264.

#### CHANUTE DIVISION, NO. 265.

CHANUTE, KANSAS, Dec. 7, 1892.

At a special meeting held by Chanute Division No. 265, Dec. 5th, 1892, at 7:30 p. m., the following officers were elected for the year 1893: John C. Ramsey, C. C.; H. E. Garfield, A. C. C.; Peter Farrel, Sec. and Treas.; Geo. T. Bridges, Sr. C.; W. R. Nelson, Jr. C.; E. M. Woods, I. S.; Wm. V. Guthrie, O. S. Division Committee, E. E. Nunn, chairman, Wm. R. Smith, Chas. G. Sullivan. Delegate to grand division, John S. Plunkett; alternate, John C. Ramsey; correspondent and agent for THE CONDUCTOR, L. R. Miner.

Yours truly in P. F.,

PETER FARREL, S. and T. Div. 265.

#### YOUNGSTOWN DIVISION, NO. 270.

YOUNGSTOWN, O., Dec. 23, 1892.

At a regular meeting of Division 270, held Dec. 11th, 1892, the following officers were elected for the year 1893: James Morris, C. C.; F. J. Phelps, A. C. C.; J. W. Hoover, Sec. and Treas.; V. C. McFarlin, Sr. C.; Dan Connell, Jr. C.; Charles Foat, I. S.; H. McMahan, O. S.

Yours in P. F.,

WM. MCCOY, Sec. 270.

#### HOPE DIVISION, NO. 280.

HOPE, Idaho, Dec. 10, 1892.

The election for officers resulted as follows: Thos. Kilpatrick, C. C.; I. N. Dietrick, A. C. C.; W. J. Pilling, Sec. and Treas.; Thomas May, Sr. C.; George Gunn, Jr. C.; Wm. N. Quinn, I. S.; George Diverges, O. S. Delegate to grand division, Thos. Kilpatrick; alternate, W. J. Lacy; grievance committee, M. L. Carter, chairman, A. D. Higdon, P. H. Laville. All officers were installed except C. C., Dec. 4th.

Yours in P. F.,

W. J. PILLING.

#### MARCELINE DIVISION, NO. 283.

MARCELINE, Md., Dec. 5, 1892.

At a regular meeting of Div. 283, held yesterday, all the boys who were in off the road attended, and many got a leave of absence for the occasion, so when our worthy C. C. called the meeting to order there was a good attendance. After conferring the third-degree upon Brother Eliot, we proceeded to elect officers for the ensuing year. After balloting a short time the following Brothers

were elected: I. O. Wilkinson, C. C.; W. D. Burr, A. C. C.; H. C. Kenworthy, Sec. and Treas.; M. T. Rooney, Sr. C.; O. T. Oliver, Jr. C.; A. L. Elliott, I. S.; W. S. Earp, O. S.; with Brothers Wilkinson, Burr and Hagenbush as our grievance committee. After concluding our election and regular order of business we adjourned to meet again in the evening at 7 o'clock, when we proceeded to install our officers, and had a very pleasant evening. Brother Wilkinson and Kenworthy have been re-elected, as owing to their untiring energy for the welfare of our Order, and their ability to fill the offices of C. C. and Sec. and Treas., we could not let them go.

Our division is prospering and each meeting we initiate new members. We will hold our first annual ball at the opera house on December 22d, when we all anticipate a splendid time. Brother Wilkinson is at present, and has been for the past two months, located at Fort Madison, Iowa; as G. Y. M., which place is the eastern terminus of our freight division, but he manages to be with us and fills the executive chair at our regular meetings. Quite a serious accident occurred to Brother Rooney's train last Thursday, which might have cost him his life. A bridge collapsed while his train was passing over it, and the five rear cars were precipitated to the bottom. Fortunately his caboose stopped on the verge of the break, owing to it becoming derailed. However, his brakeman was seriously injured by being thrown against the end of the caboose. All traffic on this division of the Santa Fé was seriously delayed on account of the wreck, as they had to run trains via Wabash & K. & W. for about twelve hours. Wishing you and all your readers prosperity, I will close.

MOUNTAINEER.

#### SPOKANE DIVISION, NO. 285.

SPOKANE, Wash., Dec. 12 1892.

This bids fair to be one of the largest and strongest divisions on the Pacific Coast. It was a very wise move in changing from Tekoa to this city.

We held our election for officers for ensuing year at our regular meeting December 11th, at which time we elected the following: T. E. McIntosh, C. C.; C. P. Chamberlin, Sec. and Treas.; Jud Huntington, A. C. C.; E. J. Palmer, Sr. C.; D. Crowley, Jr. C.; E. S. Babb, I. S.; F. A. Wills, O. S. Delegate, S. S. Engle; alternate, C. P. Chamberlin; division committee, Jud Huntington, chairman, D. Crowley, F. B. Place. Brother George Hall, P. C. C., installed all officers present. Those absent were C. C. McIntosh and O. S. Wills.

Wishing the Grand Officers a merry Christmas and a happy New Year, I remain,

Yours in P. F.,

C. P. CHAMBERLIN, S. and T.

## OBRAR DIVISION NO. 287,

Order of Railway Conductors, met in session yesterday afternoon and elected the following new officers for the ensuing year: Sam. K. White, C. C.; L. F. Gifford, A. C. C.; L. W. Roberts, Sec. and Treas.; W. H. Barney, Sr. C.; R. J. Kruse, Jr. C.; H. E. Kuchendorfer, I. S.; "Peter" Davenport, O. S.; T. O. Stevens, E. M. Harris and James Conners, grievance committee; Frank Farnsworth, delegate; H. L. Keaggy, alternate.

## SNOWY RANGE DIVISION, NO. 295.

LIVINGSTON, Mont., Dec. 12, 1892.

Our new set of officers for the ensuing year are: A. Loasley, C. C.; Frank Ralf, A. C. C.; J. A. Henley, Sec. and Treas.; E. L. Woodworth, Sr. C.; B. S. Robertson, Jr. C.; Alex. Campbell, I. S.; C. B. VanHousen, O. S. Trustees—F. E. Bradbury, chairman; E. L. Woodworth and T. J. Laughlin, J. F. Burnes, delegate; Edward O'Rourke, alternate. B. S. R.

## LA JUNTA DIVISION, NO. 296.

RATON, New Mexico, Dec. 8, 1892.

The following officers were elected and installed in Division 296 for the ensuing term, except Jr. C., who was absent: J. J. Kelly, C. C.; Ed. Trussell, A. C. C.; M. B. Heifner, Sec. and Treas.; Fred Hawkins, Sr. C.; H. C. Jones, Jr. C.; Thos. Vaughn, I. S.; H. F. Fanning, O. S. Division Committee—John Craig, chairman; C. S. Hickam, R. B. Davis, J. J. Kelly, delegate; Ed. Trussell, alternate. J. J. Kelly was appointed cypher correspondent.

Yours in P. F.,

M. B. HEIFNER; S. and T.

## SCOTTTDALE DIVISION, NO. 309.

SCOTTTDALE, Dec. 4 1892.

The following officers have been elected for the ensuing year: Albert Kuhns, C. C.; John Batterrfield, A. C. C.; Samuel Longanecker, Sr. C.; Fred Killingner, Jr. C.; D. H. Hare, Sec. and Treas.; Wm. Froust, I. S.; Con Shehan, O. S.; delegate, A. Kuhns; alternate; James Langhead; committee, Fred Killingner, chairman, Wm Froust, J. Anderson.

Yours in P. F.,

D. H. HARE, S. and T. 309.

## SAN BERNARDINO DIVISION, NO. 312.

SAN BERNARDINO, Cal., Dec. 21, 1892.

The following officers were elected and installed in office for the year 1893: F. H. Harmon, C. C.; M. E. Hapwood, A. C. C.; S. M. Harris, Sec. and Treas.; T. J. McGinty, Sr. C.; O. A. Upson, Jr. C.; J. N. Kenucan, I. S.; J. J. Baum, O. S. Division committee, T. Gilluly, J. N. Kenucan, S. M. Harris.

Yours in P. F.,

S. M. HARRIS.

## ELM CITY DIVISION, NO. 317.

NEW HAVEN, Conn., Dec. 11, 1892.

At the regular meeting held to-day, the following officers were elected and installed for the year 1893: E. A. Lithgow, C. C.; Geo. T. Dade, A. C. C.; Charles C. Ross, Sec. and Treas.; James T. Brady, Sr. C.; John J. Carroll, Jr. C.; Daniel B. Sargent, I. S.; James E. Brennan, O. S. Delegate, Chas. C. Ross; alternate, L. P. Bristol

Yours in P. F.,

CHAS. C. ROSS.

## EMPORIA DIVISION, NO. 330.

EMPORIA, Kan., Dec. 4, 1892.

The following officers were elected and installed December 3d, 1892: Ed A. Maynard, C. C.; Geo. W. Riley, A. C. C.; James W. Lyons, Sec. and Treas.; G. H. Greenwalt, Sr. C.; J. M. Summers, Jr. C.; D. L. Hilton, I. S.; F. L. Chapman, O. S. Delegate, J. W. Lyons; alternate, E. A. Maynard; chairman division committee, J. W. Lyons; E. A. Maynard, cypher correspondent,

Yours in P. F.,

J. W. LYONS, S. and T.

AMERICUS, Ga., Jan 9, 1893.

*Editor Railway Conductor.*

The annual meeting of Sam Division 284 for the election of officers for 1893, was held December 25, at our division room, with the following: C. O. Walton, C. C.; H. C. Sapp, A. C. C.; J. L. McClaskey, Sr. C.; B. L. Tillman, Jr. C.; S. R. Johnson, Sec. and Treas.; E. S. Guery, I. S.; A. E. Ritsh, O. S. Division committee—C. O. Walton, E. Galbraith and B. L. Tillman.

Our division, though small, is in fine condition, and made up of first class material. With the hard working and never tiring C. O. Walton at our head, we expect to sail with surety to the harbor of success. Our division made rapid strides to betterment last year, and we are in an hundred per cent better condition than we were a year ago. The time has come when we must stand like men. What we need is organization—a great brotherhood of justice, made up of men who desire to help their fellowmen—unselfish.

Wishing for the order a year of great success I am

Yours in P. F.,

INCOMPETENT.

WOODBURN, Ore., Jan. 9, 1893.

*Editor Railway Conductor.*

We moved in our new hall Jan. 1, and I have no hesitancy in making the assertion that no division in the United States has a finer meeting place. Nickle plate, sure enough; in the seventh

story of the Marquam Grand Opera, two swift elevators, steam heat, and every modern convenience and luxury—just across the street from the Hotel Portland, the finest on the coast. I could not help thinking Sunday, as I looked around the room, that it would be hard to find a finer looking lot of men than were assembled there—Bob Hedrick, Sam Stewart, Pap Jamison,\* J. J. Blew and Gassy Kemble are always to be found at their posts, and ready to talk when an opportunity offers. Our chief was a little nervous in his magnificent chair, but Bro. Dustin, assistant chief conductor, was as cool as a cucumber, and seemed more at home among the rich drapery of his station than in the cupola of his caboose. Hedrick ran out of gum and a messenger had to be sent for a supply before we could proceed with the order of business, but when the outer guard announced that the messenger had arrived with a supply of "Beeman's Pepsin," Bob's face lit up with a smile, and soon the walls were ringing with the eloquence of his plea in behalf of a brother who needed aid. Our division is taking an interest in politics, or rather in helping to have laws passed that will benefit the employees of railroads, but this is a hard state to do much in, as the granger element exceeds largely every other, so that few laws get through unless for the benefit of the farmer. This division would like a visit from a grand officer, and I think you would enjoy our mild climate just now. Please excuse this rambling letter.

Yours truly in P. F.,

J. M. PORMAN.

[\*If "Pap" is "Bob" Jamison formerly of the "Milwaukee," the editor broke for him in the '60's, almost our first experience in train service.—Ed.]

SPRAGUE, Wash., Jan. 6, 1893.

*Editor Railway Conductor:*

I come to you for space to say a few words regarding Sprague Division No 323, also to say a few words pertaining to the future welfare of our Order.

Sprague Division No. 323 has never been heard of through the columns of THE CONDUCTOR, except through the directory, but, nevertheless, we have not been asleep to the interests of our Order. We were organized on April 9, 1892, by Bro. W. J. Lacy, Chief Conductor of Hope Division 280, with seventeen charter members. Our rolls to-day show thirty members in good standing, having nearly doubled our members to show for our nine months' work. At our second meeting in December all who happened to be laying in, and those who could possibly lay off,

were on hand, the principal feature of the meeting being the election of officers. Harmony prevailed throughout. The following officers were elected and installed: J. C. Pembroke, C. C.; James Shannon, A. C. C.; Jesse Huxtable, Sec. and Treas.; R. E. Samis, Sr. C.; J. L. DeForce, Jr. C.; J. O. Thompson, I. S.; Frank C. Brown, O. S. Delegate to convention—J. L. DeForce; alternate delegate to convention—C. W. Samis. General standing committee—F. A. Ressor, chairman, W. H. Connolly and R. E. Samis.

Our meetings are held every Tuesday at 1:30 p. m. in Masonic hall.

Now, a few words for the good of the Order. In reading the columns of the December number I notice that Division 391 opposes the present method of paying insurance assessments, and I agree with them, that the present system is unsatisfactory, and a great improvement could be made by forwarding the assessments to the grand secretary and treasurer through the division secretaries.

The time is drawing near when our delegates will meet in convention, and, as we cannot all be there, we should discuss various points of interest through our official journal; explain our views on different subjects to give the delegates ground to work upon.

A great many members, including myself, consider that permanent membership in the Grand Division should be abolished, as it gives the older divisions, in many cases, more than one vote, placing the younger divisions at a disadvantage. Also, that it is not placing us on an equal basis as members of the Order for the old members to be exempt from insurance. Each member under the age of 45 years should carry at least one insurance certificate. Again, all members should, after a certain length of time, be compelled, under penalty of suspension, to join the division nearest his residence.

I do not wish to be classed as a kicker, but if I am mistaken in the above remarks, I hope some one will show me through THE CONDUCTOR, wherein I am wrong.

Yours in P. F.,

B. F.

YOUNGSTOWN, O., Dec. 31, 1892.

*Editor Railway Conductor:*

As I write the curtain begins to fall upon 1892. We are in the last scene of all, and soon the drama will have ended, to be followed by another; and how the play has differed with us all. Some have played their part by punching tickets, and some by handling freight, and some by turning the brake wheel, and others in yards, and others in the court house and in other walks of life.

But none have assumed a part too great and failed; and some have come up out of obscurity to success and fame.

We presently shall hear the curtain ring up on another drama with a new name—1893—and we must be ready with our several parts. How utterly unknown they are to us; we can have no intimation of the plot or the players for "one man in his time plays many parts."

But let us meet it with an old resolution to avoid the slips of the past, and to make ourselves letter perfect in the future to put more spirit into the organization, and to earn the critic's "well done, good and faithful servants," and as the lines are all of our own making, let us strive to infuse into them a finer spirit and a higher aspiration, let us forget our petty disappointments, our jealousies and heartburnings, and come together with good will and mutual helpfulness. Let us each resolve to present such a character that all that was sordid and mean will have disappeared, and only the finer and the higher type will remain. Then what an organization will the world see, and how the hills will echo the plaudits of our friends, and deep down in each heart what peace and happiness will reign.

And as we make our bow in this new hall, we beg you to forget our faults in the old one, and watch for better and higher qualities to come. With this standard we are sure of your encouragement and sympathy, and we beg to assure you of ours in return. Thanking you one and all for your past support, wishing you prosperity and happiness for 1892.

Yours in P. F.,

J. MORRIS, C. C. 270.

TERRE HAUTE, Ind., Jan. 18, 1893.

*Editor Railway Conductor:*

Some changes have taken place with the Van Line conductors since the death of Conductors Hibbard and Johnson. Brother Horace Kearns was given the Hibbard crew. Lon Lee gets 3 and 4, better known as the "Wash Johnson run," H. D. Black has been made first extra, and "Germany" Yoos given the Effingham accommodation. It is putting it mild to say that he is pleased, nevertheless, he looks finer than Chinese silk, and "fresher" than a No. 3 mackerel, with his blue suit and brass buttons.

Col. R. B. Woolsey, chief train dispatcher of the "system," with his able and loquacious assistant, Gen. W. B. Withey, and a few more of the "old timers," had a royal time at Ohmers the other evening. Col. Woolsey was made master of ceremonies. Some of the tales spun by these "knights of the key" and "punch," was thrilling

in the extreme, as well as some of them very hard to believe. For instance, who would ever think that Conductor Lon Lee was superintendent of transportation during the Mexican war, or suppose a man as active as Col. Woolsey would claim that this was his second time on earth, or suggest that Mike Classick was a handsomer man than Less Helmer, or who would think of dubbing "Granny" Squires a dude. It is quite seldom so many chunks of wisdom are brought to gether as was present on this occasion. Nevertheless, it was an enjoyable affair all around.

Then, Mr. Editor, lets hope that good health and prosperity may ever attend the pathway of these "old timers."

Yours in Hoc.

PORTLAND, Ore., Dec. 30, 1892.

*Editor Railway Conductor:*

I wish to say a word relative to the Safety Coupling problem. As we know, there is, or has been, nearly three thousand different patents issued on car coupling devices. Of course many of them have never came before the public, and never will. Some have much merit, and many more have less. The majority of patent draw-bars now in use not are only a hindrance to facilitating the work, but stand as a continual menace to life and limb. It seems to be understood that the master car builders have decided that the link couplers must go, and that the Janney type of couplers must be adopted. We will agree that such a coupler is all right for passenger service, but not for freight car equipment.

Again, I would ask, who are the master car builders? A few hundred men that must have the say as to the kind of coupler the railroads of this country are to adopt. Why not let the yard switchmen, yardmasters, brakemen, conductors, engineers and firemen, who are numbered by the tens of thousands, and who take all the hazards of handling the traffic of this country, have a say in this matter. I have nothing to say against the master car builders, or their opinion, any more than I have against the master mechanics or superintendents of the country, of whom the majority never made a coupling in their lives, and could not be induced by any amount of money to walk over the top of a fast moving freight train, or to make a coupling. But as long as the different railroad organizations of the land sit idly by this thing will be handled by some one who has no more right to decide the matter than any one else in the railroad service outside of train and yard men. When the time comes—which, let us hope, is not far away, for a coupler to be selected—we should see that the different organizations of railroad employes

are represented on this commission, and that the safest, best, simplest and cheapest coupler is selected, regardless of all outside influences or jobbery that may be brought to bear on them.

Take each pattern of 'draw-head to be tested, and equip a number of cars sufficient to make a thorough test, and let the test be made by yard engines in actual service, with loaded and empty cars, on curves and grades, on coal, flat and box cars, also on passenger trains—though leave it to the commission selected to adopt a different type for passenger trains if they deem it best. We all know that the less slack we have in passenger train couplings the better, and on the other hand we know that a little slack on freight is the proper thing.

I should be pleased to hear from more train and yard men on the draw-bar subject than we do, and wind up my letter by saying, give us an automatic link coupler on all freight cars of this country.

Respectfully yours,

SAM STEWART,  
Portland, Oregon.

YOAKUM, Texas, Jan. 3, 1893.

*Editor Railway Conductor:*

Well, Brother Editor, we will try once more to keep you posted on the "Aransas Pass Affairs."

When "Yours Truly" commenced working for this company—about three years ago—the railroad boys called the S. A. & A. P. the last road in Texas, it having been thus named on account of the company being almost one year behind in paying salaries, and there being no desire on the part of any one to do hard work and receive their salary on the installment plan. But since that time there have been many changes on our road; from being the last road in Texas it has gradually pulled to the front, and it now is about the first road in Texas—that the old-timers pull for.

We are blessed with two very important things. First, we have the best officials in the country, and all men who do not believe in "seniority." The president, Mr. D. B. Robinson, late of the Atlantic & Pacific road, is recognized by all his old Atlantic & Pacific employes as one of the best men in the whole country to work for, and this same feeling is also expressed by all the employes here.

While Mr. F. E. Nelson, superintendent of transportation, is simply perfect in all things, and too much praise cannot be bestowed upon him for the able manner in which he got rid of the "scab element," after accepting the position of superintendent of transportation. Mr. Nelson has a good word for all the old-timers, being a believer in employ-

ing organized labor in all branches of the railway service. We hope that for the good of the road, and the employes working on the same, that when the Southern Pacific "swallows the little Aransas Pass road," the Huntington people will retain the services of Mr. Nelson and Mr. Robinson.

While speaking of our president and superintendent of transportation, I must not by any means overlook the fact that we also have a large, whole-souled train master in Mr. A. J. Davidson, who is a railroad man of the first water, and one who, although quite young, has had a world of experience in railroad affairs in all its different departments, giving entire satisfaction to all, and being a gentleman held in highest esteem by all who come in contact with him.

The Order of Railway Conductors as an organization, and especially members of the Order who have met Mr. Davidson while in search of employment, should all feel under many obligations to him, for with him when needing a conductor the Order has been his motto first, last, and all the time.

It is rumored on very good authority that the Southern Pacific will gobble the Aransas Pass road on the 23rd day of January. Well, well! This is just too bad, for as soon as we get to working in nice shape for one set of officials, there is something turns up and spoils all of our calculations, and knocks us into a cocked hat.

Bros. Ashley and Tim Curtain, of Kaw Valley Division, No. 55, Kansas City, are here, and in search of employment. Both have promises. Bro. Ashley was on a big hunt with Bros. Champagne, Moon and George, down near the gulf coast, and reports having a great time.

Bro Charley Niles, of Division No. 76, while oiling and cleaning his revolver some time ago, laid the revolver on his wife's lap, and when she went to raise up the revolver fell to the floor, exploding, the ball taking effect in the calf of Charley's left leg. Bro. Niles will be confined to his bed for some time to come. W. B. Goode, one of the old-timers in Texas, is running passenger during Charley's absence.

Excuse this "windy editorial," Bro. Daniels, and I will try and do better next time.

Yours truly in P. F.,

A BEGINNER.

MEMPHIS, Tenn., Jan. 6, 1893.

*Editor Railway Conductor:*

The year 1893 is fairly ushered in upon us, and what it will unfold is not for mortals to know, and we can have but one guide for the future and that is the experience of the past. And if like will produce like, then are we to a very great extent prepared to meet the issues of the future that we

can with reason expect. Of one thing we are sure, the year 1892 did not develop any soft or over tender place in the hearts of corporations or the plutocrats of America, and as 1892 will mark one of the darkest spots on liberty's pages in Washington's republic, we may reasonably expect the same to be again repeated if it is to the interest of closely compact corporate capital to bring them about. And the fairly well-to-do liberty loving American citizen may ere long receive another shock and his quietude and repose may be again shaken and shocked. There is in store for this class of people a thunderbolt to be ere long exploded over their heads that will awaken them up to the importance of prompt action and the joining of their forces with the laboring masses of our country. If this fairly well-to-do class will join honestly with the laboring masses to the betterment of all, then can we say that truth so long crushed to earth has again been raised to her proud position and stands as a monument to rebuke oppressive plutocrats and oppressive corporate capital and a truckling, subsidized judiciary. The year 1892 witnessed the most flagrant outrages to American labor ever committed in this country. And the courts of our land hastened with a double quick step to do the bidding of the oppressor. And the two combined have scored a point in their behalf and written a large blot on American history and taken a step towards darkest Egypt.

If all this has been done in one short twelve months, what may we expect for the next twelve months, all things being favorable? Simply greater acts of violence to the laboring masses and the laws of our land, and all in the name of justice. Cast an eye toward your national congress and what is the result. All for trust and combines; nothing for the masses. A few honest men like Senators George and Washburne, fighting for the masses as in the anti-option bill, but your subsidized statesmen tell you it is unconstitutional. Of course it is. All laws are unconstitutional that in any way interfere with capital or compels them to do right. Plutocrats never lose an opportunity to mislead the masses. They have men (not bought) simply retained to do the bidding of these great corporations, and will they do their masters' commands? Just let the masses of the honest people get after these plutocrats and you will at once hear them cry "stop thief," in order to divert public opinion from them and give them an opportunity to caucus with the courts. And they have so far effectively drawn public gaze from themselves. They never have met an honest demand fairly and justly, and never will. The moneyed powers

of this country do not want and will not accept a fair and honest place in their avenues of trade or in legislation. It must be a jug handle contract, all one sided (theirs) or they will not accept it. These millionaires steal by law, they gamble by law and buy law makers to make laws for them, and they tell you it is for the protection of the laboring poor.

It is a matter of fact these things will continue just as long as the laboring masses and the fairly well-to-do middle classes will allow these plutocratic barons to throw sand in your eyes. So long as you let them do your thinking and your voting you will have the same surroundings, and the same results are inevitable. These corporate trusts and combines fully realize the fact that once the masses arise and combine their forces, their power to rule oppressively and corruptly will be gone.

Then if all this has been done in 1892, may we not expect to see the dark clouds that are lowering over 1893, break in mad fury if the people do not assert their rights? Already has this combined corporate power had notice served on them that the masses are on the watch tower watching every move, and will stubbornly resist every encroachment. And that the gauntlet as soon as thrown down will be accepted. The masses will not longer toy with the serpents. Should corporate capital attempt in 1893 what they have done in 1892 they must take the consequences.

Let the masses be conservative, honest and loyal to duty as good citizens, use your power, the ballot, and let reason hold sway; but stand firm in resisting every encroachment of oppressive plutocratic power. Let the masses go together for a stronger co-operation for the betterment of all concerned. But not for a moment let the laboring masses be deceived by the promises of these devils and their agents. Guard well your trust, your liberty and your rights; this done and all co-operating, we may hope that 1893 will have more of joy than sorrow for our laboring poor. But if you go on in the same old grooves, then may you expect the reverse of joy, but much of sorrow and distress.

I have an abiding faith in the honesty of the masses of our people and I feel sure that they are equal to the task of solving these great questions and will protect themselves and guard with patriotic zeal the government given us by Washington and our forefathers.

EXCELSIOR.

MEMPHIS, Tenn., Jan. 7, 1893.

*Editor Railway Conductor:*

Greeting. The union meeting that was called by division 175, met on January 5, 1893, was

fairly well attended. Delegates were present from Tennessee, Arkansas, Mississippi, Kentucky and Alabama, and to say that a very lively interest was manifested would be to express it very mildly. It was of an earnest nature; just such an earnestness as one would naturally show in dealing with an issue involving one's liberty. The members were conservative but earnest and positive. It was the gathering of a body of men skilled in their profession, devising plans to better their own material interest and the interest of their employers. The delegates were men of years and experience and reflected credit to their order and their profession, and the company that they represented could with propriety pattern after them and learn a useful lesson to guide them in the future. If the great railroad corporations were less hostile toward their employés and would get in closer touch with their men their great interests that they represent would be greatly benefitted. It is a fact that the general public does not know and does not seem to realize that the railroad companies of America have regulated and re-regulated their employes until the employé does not know where he is standing. It is a fact, and I can prove it, that if the average conductor of today was to shelve his judgment and literally carry out his orders he would do one of two things, be half of the time in the ditch or half of the time on the side track, and as long as Mr. Conductor's judgment brings him safely to his destination it is all the work of an older headed superintendent and train dispatcher, and if from the carrying out of his orders disaster follows it is always the fault of the conductor and not the higher officer. A little more homogeneity between officers and employés in the railway service of America would not only result in good to the company but to the general public. As I have said the meeting was very harmonious and a wide latitude taken in discussing various questions. But the most important were:

What is to the best interests of the Order of Railway Conductors of America and their employés?

How to advance the interests of all the railroad employés and the railroad companies.

The question of seniority was touched on and pretty well covered.

Our insurance department was taken up and reviewed and the question of confederation was considered with other questions and all will be fully taken up at our grand division next May. It was a very marked fact that in all of the questions coming up for consideration while all were conservative it was plain all were in earnest and that cowardice would not be tolerated in

dealing with questions of moment. To sum it all up the meeting was all that could have been expected. A very general regret was expressed that none of our grand officers were present.

And we cordially invite all brother conductors in good standing in the order to be with us on Sunday, April 16, 1893, to which time the meeting of January 5, 1893, adjourned. Do not forget, 16th, of April 1893, at 10 a. m., at hall of Division 175, O. R. C., Memphis, Tennessee. And most especially do we extend an invitation to our brothers in Arkansas, Mississippi, Florida, Tennessee, Kentucky and Louisiana to be present with us on 16th April, 1893. Let us all work together for the advancement of the order and the betterment of all classes of railway employés and the laboring world.

FEDERATE.

GREENSBORO, N. C., Jan. 3, 1893.

*Editor Railway Conductor:*

On our last meeting day we had a very nice, interesting and profitable meeting. We conferred degrees on two and accepted applications from three candidates. Our order is doing good in this part of the land; it is making better conductors not only in a moral sense but in a general sense. Railroad officials who understand the principles and intents of the O. R. C., unless they are devoid of all reason, are always ready to lend the members who live up to these principles a helping hand. And, brothers, let us now in the beginning of the new year show to the outside world that we are trying to live up to our professions. Yes, let us start out with renewed energy in the performance of our every duty, ever bearing in mind that we are not living for ourselves alone, remembering that the eyes of the public are fixed upon us to see what we will do toward repairing the many evils that are now existing on the railways of this vast domain. Many of these evils are being driven out and if all the members of the O. R. C. would take the interest in the order that they should take, soon our meetings would be sought for, and each man that could would be present. Some of the members of our division, No. 264, don't seem to care whether they ever come to the division room or not if they can get along without it, but just as soon as they have a little extra work to do or neglect to do their duty and get a reproof from the superintendent, why then they cry out, "Grievance committee, you must do something for me or I will leave the Order;" forgetting that they had been away from the Order, and virtually had left it for so these many months. Now we should all move along in harmony and try to help each other along. If I see

a brother who is getting out of the way or is about to leave the main line and pull in on some lonely, desolate side track that has long since been abandoned as a meeting point, I go to him and ask him not to stop there, telling him it is dangerous and urge him to go on, telling him he will lose so much time by stopping that he will not be able to pull through on time. "Oh what do I care for getting in on time, it's no credit to me," he replies, "I have been running here for years and years on this old freight train and I have done my duty all the time, but the train master don't intend to let me get any better job as long as he can help it because he don't like me." Ah! my deluded brother, you are very much mistaken, I know the train master thinks well of you, I have heard him speak of you, and some of your best friends are high officials of the railroad company. "Well, why don't I get a better job then? There is G. Y. and X, all younger men than I am, have not been here more than half as long as I have, and yet they are promoted above me; how is that for justice and right?" My kind brother, perhaps you are to blame, you may not have the proper talent for the advanced duties demanded. Your capacity and ability for usefulness to the railroad company may suit better where you are, or it may be some friend or acquaintance of the train master is using his influence against you; it may be some chief dispatcher, or agent, who has a personal dislike for you, puts in his bot shot against you when he can. Look into this matter; go to your superior officers and ask them why it is that you are kept down. Tell them you want to know and if you can you want to remedy the fault if it is in your power to do so. Don't blame any body about it until you find out who to blame.

Our officers for this year are, I think, as good as we could get. They are as follows:

O. R. Jones, C. C., Raleigh, N. C.; T. F. Wilson, A. C. C.; C. B. Guthrie, secretary and treasurer, 411 East Lee street, Greensboro, N. C.; T. F. Kirkland, S. C.; F. C. Smith, J. C.; Wm. T. Clements, I. S.; W. O' Williams, O. S.; Walter Witherspoon, delegate; T. F. Wilson, alternate; J. N. Hogan, R. T. Cochran and S. G. Fry, division committee. All of them are good Order men. We have not had many grievances the past year and hope to have less this year. Quite a number of the boys are expecting to attend the "World's Fair" and take in the sights. The legislature of the state convenes tomorrow for a sixty days' session. We hope that much good may be accomplished by them and that they may not be influenced by the monopo-

lists and moneyed corporations of the present age.

Some of us are watching to see if the railway employé will get any attention. The Railway Commission has done much good and we hope they may be continued in service longer. Many important bills will come up for action at this session, one of vital interest to this city, allowing the city to endorse bonds to the amount of \$300,000 for the purpose of building car shops here in connection with the steel and iron works now nearly completed. Hoping that the CONDUCTOR and its editor and the whole order may have a peaceful and prosperous year, I will close, promising to do much better in my next.

Yours in P. F.,

MAXTON.

### A Nameless Grave.

Away to the westward, where the Rockies rise  
With snowy peaks 'gainst azured skies,  
Beyond the vast prairie's fertile plain,  
Where glad reapers gather golden grain,  
A rustic cross and stony mound,  
On a grassy hillock may be found,  
Where tall pine forests darkly wave,  
These mark the spot of a nameless grave.

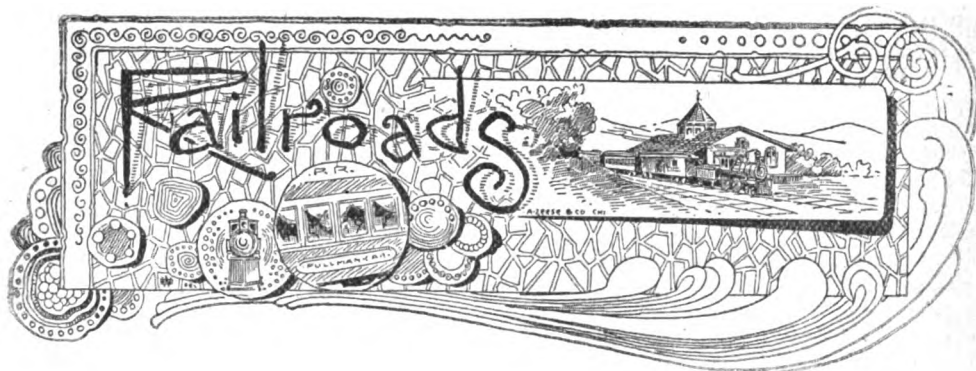
Some comrade laid the wanderer here,  
Ne'er carved a line nor shed a tear,  
Yet he sleeps as well, where wild flowers bloom,  
As 'neath sculptured stone o'er a hero's tomb.  
"Died on the railroad," is all that's said,  
On that simple cross o'er the silent dead,  
Of his childhood's home there's never a word,  
Of his country or kindred naught is heard.

No fond mother his pillow pressed,  
As with thoughts of her, he sank to rest;  
Dimly her watchlight still may burn,  
As she waits at home for her boy's return,  
While some maiden dreams in her lone retreat,  
That she hears the sound of returning feet,  
But years have passed, since the restless breast  
Amid the wilds, found a place of rest.

Summer flowers and winter's snow  
Have come and gone, as the seasons go,  
Whilst each mountain rises its mighty head,  
Guarding the many nameless dead  
Who sleep afar, unknown to fame,  
In silent glade, or by murm'ring stream,  
The Indian's tread breaks not their rest,  
Alone with God on nature's breast.

—C. T. LEWIS.

Morley, Alberta, Canada, 1892.



### The Fireman at the Ball.

They gave a ball last Monday night, I had my  
best girl there,  
And she was dressed right up in style with the  
soft light in her hair.  
She wore a brand new gown that night—a dress  
like the fire box—red,  
And her eyes were like the headlight bright, as it  
gleams on the track ahead.

She whirled away in the mazy waltz like a fairy  
in my mind,  
But I couldn't think of a "heavy pull," as I gazed  
on the train behind,  
The prompter stood like a conductor good, with  
the orders in his hand.  
At the signal shout they all pulled out, to the  
music of the band.

But when we swung around the curve, the train  
as I could see,  
Was not moving smoothly on the track, as a  
coupled train should be,  
And if I'd been less careful with that silk and  
satin dress,  
It might have "broke in two," as they sometimes  
do, and there'd been a pretty mess.

—*Ft. Dodge Sat. Eve. Post.*

### Baltimore and Ohio Railroad.

The following rates of pay for conductors will  
be effective January 1st, 1893:

#### TRANS-OHIO DIVISION.

##### ARTICLE 1.

Passenger conductors on runs whose monthly  
mileage is 5,000 miles or over, \$2.20 per 100 miles.

On runs of less than 5,000 miles and over 4,000  
miles per month, \$1.00 per month.

##### ARTICLE 2.

Local freight and pick-up runs, 3½ cents per  
mile run. Runs of less than 100 miles will be  
computed as 100 miles.

##### ARTICLE 3.

Through freight, 3 cents per mile run. Runs  
of less than 100 miles will be computed as 100  
miles.

##### ARTICLE 4.

Work and wreck trains, \$3 per day of twelve  
hours or less; all over twelve hours will be paid  
for as over-time.

##### ARTICLE 5.

Conductors dead-heading on company's busi-  
ness will be allowed half pay at mileage rates.

##### ARTICLE 6.

Conductors will be called one hour before they  
are marked to leave, and will receive over-time  
after thirteen hours from time called at the rate  
of 30 cents per hour, thirty-five minutes or more  
to constitute one hour, less than thirty-five min-  
utes not to be counted.

### PITTSBURGH & WESTERN DIVISION.

##### ARTICLE 1.

Passenger conductors on runs whose monthly  
mileage aggregate 4,000 miles and do not exceed  
5,000 miles will be paid \$1.00 per month; mileage  
made in excess of 5,000 miles in any one month,  
will be paid extra at the rate of 2 1-5 cents per  
mile.

Allegheny to Akron and Zelienople runs will be  
paid as runs of over 4,000 miles.

On runs whose monthly mileage is less than  
4,000 miles, conductors will be paid \$90 per  
month, except that conductor on Butler and Cal-  
lery Junction run will be paid \$3 25 per day.

##### ARTICLE 2.

Conductors in local freight service will be paid  
3½ cents per mile.

Runs of less than 100 miles will be allowed 100  
miles, except that on Callery Junction and Butler  
Local, conductors will be paid \$3 per day, twelve  
hours or less, two round trips or less, to consti-  
tute a day.

Necessary shifting to be done at each end of  
this run.

## ARTICLE 3.

In through freight service the following rates per trip will be paid:

## BETWEEN

Willow Grove and New Castle Junction (round trip).....	\$4 10
New Castle Junction and Akron Junction.....	3 00
Painesville and P. P. & F. Junction (round trip).....	3 00
Painesville and New Castle Junction.....	3 00
P. P. & F. Junction and Akron Junction (round trip).....	3 00
Willow Grove and Akron Junction.....	4 00
Willow Grove and P. P. & F. Junction.....	3 25
New Castle Junction and P. P. & F. Junction (round trip).....	3 00
Butler and Foxburg (round trip).....	3 00
Foxburg and Clarion Junction (round trip).....	2 00
Kane and Ormsby Junction Branch (per day).....	3 00
Foxburg and Clarion, (including branch work as at present, (per day).....	3 00
Duck Run shift per day).....	3 00

Round trips provided for in this article will be computed as continuous trips; over-time as per rules.

## ARTICLE 4.

Conductors of work and wrecking trains will be paid \$3 per day of twelve hours or less.

All over twelve hours will be paid extra as over-time.

## ARTICLE 5.

Conductors of pay and special trains. \$3 25 per day.

## ARTICLE 6.

Conductors on runs not provided for will be paid 30 cents per hour, with a minimum allowance of five hours.

## ARTICLE 7.

Conductors deadheading under orders on freight trains will receive full freight rates and on passenger trains one-half freight rates.

When running light they will receive full time of such schedule as they represent, if running extra full freight rates.

## ARTICLE 8.

All freight crews will consist of a conductor, flagman and two brakemen, except local freight and work train crews, which will consist as follows:

Local freight—conductor, three brakemen and one flagman, except the Butler local crew, which will consist of conductor, flagman and two brakemen.

Work train crews—will consist of conductor and two brakemen.

## ARTICLE 9.

Conductors living within one mile of terminals

will be called as nearly as practicable one hour before they are expected to leave.

Time will begin at time designated to leave and over-time will be allowed at the rate of 30 cents per hour for all time in excess of twelve hours, less than thirty-five minutes will not be counted, thirty-five minutes or more will be counted one hour.

## ARTICLE 10.

Conductors will be notified in writing when time is not allowed as per time slip, and reasons given for not allowing same.

## MAIN STEM, PHILADELPHIA AND PITTSBURGH DIVISIONS, AND BRANCHES.

## ARTICLE 1.

Except as hereinafter specified, conductors of passenger trains will be paid \$100 per month, and for all mileage made in any month in excess of 5,000 miles, they will be paid extra at the rate of 2 1 5 cents per mile.

The following runs to remain as at present—

Wheeling and Moundsville,  
Washington, Pa., Accommodation,  
Salisbury Branch,  
South Branch,  
G. & B. Branch,  
Martinsburg and Brunswick Accommoda'n,  
Washington County Branch,  
Frederick Branch,  
Landenberg Branch,  
Trains 546 and 547 on Philadelphia Division.

Mt. Pleasant Accommodation (per month)... \$90 00  
Confluence and Oakland Run (per month)... 85.00  
Berlin Branch (per day)..... 2.25  
Berkeley Springs and Potomac Branch (per month)..... 77 50

Conductors on Bissell and Uniontown,  
Bissell and Pittsburgh,  
Bissell and West Newton,  
West Newton and Pittsburgh  
Accommodations, will receive an increase of \$5 each per month.

## ARTICLE 2.

Conductors in local freight and pick-up service will be paid \$90 per month, and 3½ cents per mile for mileage in excess of 100 miles per day.

## ARTICLE 3.

Except as hereinafter provided, conductors in through freight service will be paid \$2.95 per 100 miles.

Runs of less than 100 miles to be computed as 100 miles.

Parkersburg to Grafton (per trip)..... \$3 00  
Grafton and Clarksburg (round trip)..... 2 65  
Overtime after ten hours.

Grafton and Fairmount (round trip)..... 2 65  
Overtime after ten hours.

Wheeling to Glover's Gap and return (per trip).....	2 95
Grafton to Belington and return (per trip).....	2 50
Between Glenwood and Wheeling (per trip).....	2 75
Overtime after ten hours.	
Between Glenwood and Benwood (per trip).....	2 85
Overtime after ten hours.	
Wheeling and Pittsburgh Division short coal runs (per hour).....	30
Washington, Pa., shift (per day).....	3 00
Pittsburgh and Cumberland (per trip).....	4 50
Connellsville to Glenwood and return (per trip).....	3 50
Coal runs between:	
Glenwood, West Newton and Smithton (per day).....	3 50
Keystone shifters and coal trains (per Month).....	80 00
Shifting local, Cumberland and Sand Patch (per day).....	3 00
Cumberland and Brunswick (per trip).....	2 95
Connellsville to Rockwood and return (per trip).....	2 95
Fayette County, Mt. Pleasant, Hickman's Run, O. & B. Branch, and Cumberland to Cherry Run and return, runs will be paid as at present.	
Between Martinsburg and Brunswick, conductors will be allowed fifty miles and overtime after six hours (per round trip).....	
Between Harrisonburg and Brunswick (per trip).....	3 05
Assigned crew between Harrisonburg and Lexington (including necessary switching at terminals).....(per month),	90 00
Harrisonburg and Staunton (including necessary switching at terminals)(per month)	85 00
Brunswick and Baltimore, via Main Line (per trip).....	2 45
Overtime after nine hours.	
Baltimore to Washington and return (per trip).....	2 95
Brunswick to Washington or Mt. Airy and return will be paid as at present.	
Canton and Philadelphia (per trip).....	2 90
Wilmington and Childs (round trip).....	2 90
If run is extended over Lancaster and Cecil branch same rate will apply.	

In connection with this article it is agreed that these rates shall remain in force until January 1, 1894, upon which date the rate for through freight conductors between Brunswick and Baltimore will be advanced to \$2.50 per trip.

All other through freight runs paid by the day, trip, or mile, will be advanced to the rate of \$3 per day and 3 cents per mile.

Runs of less than 100 miles to be computed as 100 miles.

The rate per hour for overtime will also be advanced to 30 cents per hour.

No increase will be made on the following runs—

Grafton and Clarksburg,  
Grafton and Fairmount,  
Grafton and Belington,  
Glenwood and Wheeling and Benwood,  
Fayette County,  
Mt. Pleasant,  
Hickman,  
O. & B. Branch,  
Cumberland and Cherry Run,  
South Branch,  
Berkeley Springs and Potomac,  
Brunswick to Washington or Mt. Airy and return.

#### ARTICLE 4.

Conductors of work and wrecking trains will be paid half-day for six hours or less, and one day for more than six hours and not more than twelve hours.

Overtime for all time in excess of twelve hours.

On Philadelphia Division the daily rate will be \$2.90, and on the other divisions \$2.95 per day until January 1st, 1894, when these rates will be uniformly advanced to \$3 per day.

#### ARTICLE 5.

On main stem, in freight service, conductors promoted or hired will serve as second-class conductors for a term of six months, and will receive 35 cents per day less than first-class conductors.

#### ARTICLE 6.

Conductors living within one mile of terminals will be called, as nearly as practicable, one hour before the time the train is due to leave, by the train caller, who will be provided with a book, in which the men called will enter their names. This will not apply to conductors on regular runs leaving between 6 a. m. and 10 p. m.

Conductors will receive overtime for all time on duty in excess of thirteen hours from the time they are called, at the rate of 27 cents per hour, (30 cents per hour after January 1st, 1894,) thirty-five minutes or over will count full hour, less than thirty-five minutes will not be counted.

#### ARTICLE 7.

Conductors dead-heading on company's business will receive half-pay at mileage rates.

#### ARTICLE 8.

Conductors making a double from either Mt. Airy or Washington, will stand first out of Brunswick after crews that are called when they arrive.

#### ARTICLE 9.

Conductors on the following freight runs will continue to do switching as at present, without claim for extra pay under General Rule No. 4.

Grafton and Clarksburg.

Grafton and Fairmont,  
 Fairmont and Morgantown,  
 Glenwood and West Newton and Smithton,  
 Cumberland and Cherry Run,  
 Fayette County,  
 Mt. Pleasant,  
 Hickman,  
 O. & B.  
 Washington County,  
 Berlin,  
 Landenberg Branch.

The following general rules will apply alike to all territory covered in this schedule, and will be in effect January 1, 1893:

1. Conductors assigned under monthly rate of pay to runs that do not run regularly on Sundays will be paid extra for all Sunday or other extra work outside of their assigned run, and when assigned to extra or special service will be paid the regular rate per day.
2. Unless specially arranged between conductors and their superintendents, conductors in through freight service will run first in, first out, except that conductors coming in and not having made a full day will stand first out ahead of all crews not called.
3. When conductors are called and not sent out they will be paid one-quarter day if not held more than three hours. If held more than three hours, 30 cents per hour for the time held.
4. At all terminal and intermediate points through freight conductors will not be required to make up trains and do switching. When used to do this work they will be paid 30 cents per hour therefor.
5. Conductors attending court (by request of the company) will be paid for all time lost. Those not on regular runs will be paid for each calendar day, and when away from home their necessary expenses will be paid.
6. If a conductor is required to change his run and the change necessitates his moving, his family and household goods will be moved free.
7. Conductors reaching terminal stations after sixteen hours continuous service will be allowed eight hours' rest before he is required to go out, except in cases of emergency.
8. So far as business will permit, conductors will be run so as to give them their lay over at the terminal at which they reside.
9. Whenever practicable trains 546 and 547.46 and 47 will be given a coach or combination car.
10. The company will not require conductors to retain brakemen who are incompetent or insubordinate.
- So far as possible each conductor will at all times be provided with at least one experienced brakeman, and on divisions where there are three brakemen assigned to each crew, at least two of them will be experienced men.
11. Conductors will be eligible to positions as yard or station masters. A conductor accepting one of these positions can hold his rights on the road as a conductor for one year only.
12. All instructions given conductors by train masters or yard dispatchers relative to the movement or disposition of cars between terminals will be given in writing.
13. No conductor will be dismissed or suspended from the service without a fair and impartial trial before a board of inquiry, and all parties interested must be present at the investigation. Witnesses may be examined separately, but in the event of conflicting testimony those whose evidence conflict, will be brought before the board and accused together.
- This trial will be held within seven days from date of occurrence, and conductors notified promptly of the result.
- Conductors will not be suspended pending trial for minor offences which do not result in serious loss or danger to persons or property.
- If exonerated from blame they will be paid for all time lost.
14. Conductors discharged from the service of the company will forfeit all rights previously held unless reinstated within six months.
- If a conductor leaves the service of his own accord, he will, if re-employed, rank as a new man.
15. When the freight traffic on any portion of the road is so light that the conductors in the service are not able to make reasonable wages and it is necessary to reduce the force, suspensions will be made, beginning with the youngest in the service.
- A conductor suspended from the service under these rules will be given preference over younger men as brakemen and retain his rights as conductor; will be again placed on his train when freight traffic requires an increased force.
- This rule will also apply to extra passenger conductors.
- When there is not enough extra passenger running to enable the extra conductors to make reasonable wages the youngest conductor may run his caboose on freight or take his baggage car and not lose his rights as a passenger conductor.
16. Any conductor called upon to give up his caboose and take the extra passenger running who declines to do so will permanently lose his rights over any conductor who accepts the extra running.
17. All employes will be in line of promotion.

The rights to regular runs and to promotion will be governed by merit, ability and seniority. Those longest in continuous service will have preference. The division superintendents to be the judge as to qualification.

Baggage masters who are now in the service will be eligible to positions as freight conductors, provided, however, they will be required to familiarize themselves with freight service before they are promoted to conductors. Nothing in this rule shall be construed as preventing the company from employing experienced men from other roads when the good of the service requires it.

18. The rights of conductors will commence on the day of their promotion, provided they have passed proper examination.

Extra trips in emergencies made by men who have not been examined will not be considered.

Rights of conductors will be confined to their respective divisions, and on trains running over two or more divisions, each division will furnish its proportion of conductors.

They will have choice of runs to which their age entitles them, provided they are competent.

When additional passenger conductors are required promotions will be made from the ranks of freight conductors as above.

This rule must not be construed to reduce the rights any conductor now holds.

Accepted for the Order of Railway Conductors.

(Signed) E. E. CLARK,

G. C. C.

(Signed) W. H. BUDD,

Chairman.

Approved:

(Signed) J. T. ODELL,  
General Manager.

#### SCHEDULE

Of Conductors and Brakemen with M. C.

Railroad Co.

This agreement made this 17th day of June, 1892.

between the Michigan Central Railway Company and its trainmen.

#### ARTICLE I.

Commencing upon date of signature by both parties interested in this agreement, through freight conductors and brakemen will run the number of miles specified below for a month's work, for which regular conductors will receive \$75.00 and brakemen \$50.00 per month; apprentice conductors \$70.00 and apprentice brakemen \$45.00 per month. Apprentice conductors to receive full payment beginning one year from the date they are promoted, apprentice brakemen, if

men of experience from any other road, having evidence that they have worked one year and left the other road in good standing, shall receive full pay six months from the date they are hired; other brakemen to serve one year as apprentice brakemen.

Canada Division, Main Line.....	2 900 miles
East Division, Main Line.....	2,698 miles
Middle and Air Line.....	3,000 miles
West and Joliet Division.....	2,500 miles
Saginaw Division.....	2,400 miles
Mackinaw Division.....	2,100 miles
Grand Rapids Division.....	2,200 miles
Toledo Division.....	2,100 miles
Bay City Division.....	2,698 miles

#### ARTICLE 2.

Should they be called upon to make more than the above mileage, they will be paid the same rate per mile as the rate per mile bears to the miles they are to make for a month's pay. Should they fail to make the stipulated mileage, but are on hand and ready for duty, they will receive for regular conductors \$75.00; apprentice conductors \$70.00; regular brakemen \$50.00; apprentice brakemen \$45.00. This does not apply to extra men waiting for employment. It is understood that men will be allowed to make as much excess mileage as they can consistent with safety. Should it be deemed necessary to reduce the force at any time during the month, the men dropped will receive the same proportion of monthly wages as the number of miles they have to run bears to the total mileage for a month.

As no apprentice system has been in force in Canada, the company agree that any brakemen now employed by this company in Canada, if promoted in the future to conductor, shall take rank at time of his promotion as full conductor and receive full conductor's pay from the date he is promoted.

#### ARTICLE 3.

Mackinaw Division trainmen working on branches loading logs shall be allowed mileage at the rate of 7 and  $\frac{1}{2}$  miles per hour; over 30 minutes to be counted one hour; less than 30 minutes not to be counted.

#### ARTICLE 4.

Upon way freight runs where there are only two crews, the conductors will be paid \$90.00 and the brakemen \$62.50 per month. Where there are three crews, conductors \$85.00; brakemen \$60.00 per month. Conductors running way freight on St. Clair Division \$85.00; brakemen \$60.00 per month. On Pinconning Division conductor \$75.00; brakeman \$50.00 per month.

Following divisions to have three crews upon way freight trains.

Middle and Air Line, Saginaw, West Division, south end of Mackinaw Division, Canada West Division, and Grand Rapids Division, Bay City Division, East end of main line when considered by division superintendent necessary, North end of Mackinaw Division, same to be taken off when business warrants.

The following to have three brakemen:

Middle and Air Line, West end Canada and Joliet division, and Bay City West divisions and main line, from May 1st to Nov. 1st to be taken off by division superintendent if not needed. Saginaw Division, train No. 83, third brakeman from the point where No. 72 meets 83. Saginaw Division No. 84, third brakeman when business demands it. South end of Mackinaw Division to be taken off if found by the division Superintendent that falling off in business warrants it.

When way freight trains are sent in upon the branches on Mackinaw Division to do work, they shall be paid mileage extra for their work, it being understood that the term "Branches" are such tracks as extend more than a mile from the main track upon which running orders must be obtained.

#### ARTICLE 5.

Conductors on construction or road trains will receive \$90.00 and brakemen \$60.00 per month, and extra time when called upon to work Sundays; the road department to furnish men to handle cable when cable is used, if trainmen have to protect their train by flagging; that twelve hours shall constitute one day's work for all crews regularly employed in road train work for twenty-six consecutive days. All over twelve hours for such crews to be paid for at same rate, time to be computed from time train is called to leave; that snow plows and flangers shall be paid for the number of miles run, unless the number of miles run each day is less than a through crew should have made upon the division where their train is working, for a day's pay. If less than this amount, the men will be paid one day's pay. This provision is made to cover work in yards and short runs. When side tracks are plowed or flanged the number of miles of side track shall be added to the number of miles on main track in computing the number of miles that a plow or flanger is run. Wrecking trains shall receive mileage to and from the wreck, and one day for every twelve hours employed at the wreck, unless the whole time is less than twelve hours, when they shall receive one day. Way freight and work trains will be paid the basis of working days in a month; when called upon to work Sundays, they shall be paid extra upon the same basis.

#### ARTICLE 6.

Crews not assigned to regular runs shall be run

first in and first out. All freight and mixed trains when detained more than one hour at starting terminal, and when detained more than thirty minutes at the terminal at the end of their runs, or end of their day's work, shall be paid overtime, computed as follows: Less than thirty minutes not to be counted, over thirty minutes one hour, one hour and thirty minutes, two hours, etc., it being understood that where any train lays up at night, in accordance with time card, or by orders at any station, and is scheduled or ordered to leave at a certain hour in the morning, such station shall be considered the terminal, and same as division point, and overtime allowed accordingly.

Pay for switching done by turn around trains upon Saginaw, Mackinaw and Bay City Divisions to be allowed at the discretion of the division superintendents.

It is understood that the departure and the arrival of any train when figuring overtime, shall be taken from the actual departure or arrival at any yard's limits as now established by time card now in force; at Jackson Junction yard limits for Air Line will be Fort Wayne target; for main line, west Jackson street bridge Main line west bound trains, if not stopped between Jackson Junction and Jackson or at Jackson, shall not consider the time used from Jackson Junction to Jackson yard limits as detention time.

If a through crew is sent out upon a regular way freight run in place of a way freight crew, they shall receive the pay of way freight crews. Where a crew is employed continuously upon a train that does way freight work, and is not scheduled upon the card as a way freight train, but picks up, leaves and switches cars at stations, or side tracks between station, they shall receive way freight crews pay, but where a through crew in its turn, occasionally takes a run not so scheduled, that does local work, and balance of the time they are employed in through service, they shall receive mileage only for the switching run.

#### ARTICLE 7.

When freight conductors and brakemen are held at terminals, or sent to any point to run specials, or taken off their car to run passenger trains, they shall receive same rate of pay as passenger conductors, provided however, if the amount is less than they would have earned had they not been taken off their own car, then they shall receive the amount their way car earned.

#### ARTICLE 8.

As to all freight runs not otherwise provided for, when a crew is called for a trip of fifty miles or less, one half day's pay shall be allowed. If less than six hours is used, the crew stands first

out, if over six hours is used, one day's pay shall be allowed and crews stand last out.

ARTICLE 9.

In case of suspension or dismissal, the parties shall be notified within ten days of the date of occurrence by the division superintendent as to his dismissal or the length of time of his suspension.

ARTICLE 10.

When it becomes necessary to take conductors and brakemen from duty to investigate any accidents or for any other purpose, the investigation shall take place within ten days, and in case they are found to be entirely blameless they shall be allowed the lost time on account of such investigation at their regular daily pay.

If any trainman thinks he has been unjustly dealt with, he may file his objection in writing, and he will be given a fair and impartial hearing; and if proven entirely innocent, he shall be reinstated in his former position and paid for time so lost.

When trainmen are called and trains abandoned, and for any reason other than their own acts, trainmen do not go out within four hours of time called, they shall receive one half day's pay.

ARTICLE 10.

The right to regular runs and promotions will be governed by merit, ability and seniority. Everything being equal, the men longest in continual service will have preference.

ARTICLE 12.

Crews that have been on duty sixteen consecutive hours shall be entitled to eight hours rest before going out again, except in case of wash-outs, wrecks or other similar emergencies. If any crews at any time become tired upon the road, or upon their application and statement of above facts, will allow them to put their train upon a side track and remain there until they are rested, or other provision has been made for taking care of their train.

ARTICLE 13.

Brakemen to receive ten cents per ton for shoveling coal, the same to be determined by engineer's tickets.

ARTICLE 14.

Brakemen when sent out upon trial trips for promotion to conductors, to receive one half conductor's pay while upon trial trips.

ARTICLE 15.

The pay of passenger trainmen to remain the same as at present.

ARTICLE 16.

Two regular crews shall run trains 95 and 96. Five regular crews on trains 203, 207, 202 and 206.

ARTICLE 17.

Saginaw Division two crews on trains 75, 76, 77 and 78, Mackinaw Division trains 87 and 88 to be run with one crew and receive standard amount paid for over 4,500 miles upon the branches.

ARTICLE 18.

Two brakemen to be run upon trains 101 and 108 regularly.

ARTICLE 19.

Crews to receive full mileage for deadheading upon freight trains and half mileage for deadheading upon passenger trains,

ARTICLE 20.

Conductors on North Midland Division shall receive \$75.00 per month and baggagemen \$50.00 per month.

ARTICLE 21.

When possible, time and detention sheets, when time is not allowed upon same, shall be returned to the conductor within five days.

ARTICLE 22.

The pay of transfer conductors running between Montrose and Suspension Bridge shall be \$75.00 per month. Any trip to and from Union Stock Yards by west division crews to be figured at fifty miles for a trip.

ARTICLE 23.

The basis of mileage in clause I, is subject to revision if shown that improvements in double track or other facilities enable men to make excessive wages as compared with other men on other divisions working an equal number of hours.

The mileage on Saginaw division to be further reduced if, after a reasonable trial, the mileage is found to be too high to enable men on that division to earn a fair month's wages as compared with other divisions.

ARTICLE 24.

One fourth day will be allowed for freight crews running between Victoria and Black Rock and one half day from Victoria or Exchange Street Buffalo.

ARTICLE 25.

Mackinaw division crews not to be restricted to terminals when laying up for rest.

ARTICLE 26.

Any brakeman selected by division superintendent for promotion to conductor shall be examined by the division superintendent, chief train dispatcher and train master, or their delegates, after such examinations as to rules etc., if he passes satisfactorily, he shall make one round trip upon his division, with each of three conductors, such conductor will make a written report as to his competency to the train master to be kept on file. If reported by the three conductors.

as competent, he may then be considered as a brakemen who can be called upon at any time to run a train. If two of the conductors report favorably, and one adversely, the division superintendent shall carefully examine into the reasons of the latter, and if satisfied that there is not sufficient grounds for his rejection he may pass the brakeman for service as conductor.

No part of the above agreement shall be abrogated by either party without notice, and then only after consultation between the two parties interested.

Correction to Article 26.—It is understood in computing delays as starting point of any run, overtime to be figured from time train is marked, called for or scheduled.

Correction of Article 15.—The pay for passenger crews running on branches except South Haven and Battle Creek Divisions shall be for all crews making 4,000 miles or over, conductors \$90.00 per month, baggagemen \$55.00 and brakemen \$50.00 per month.

For those making less than 4,000 the present rate of pay to remain in force. Any run upon the main line, not otherwise provided for, making equal mileage, shall come under the same rule.

Any man performing the duties of baggageman and brakeman to receive \$60.00 per month.

Until further advised through main line passenger conductors will be paid at the rate of \$110.00 per month; through main line baggagemen at the rate of \$60.00 per month; through main line brakemen \$50.00 per month.

Conductor running trains 141, 142, 143 and 144 on the Joliet Division will be paid at the rate of \$90.00 per month and the brakeman \$50.00 per month.

Conductor running trains 21 and 22 on the Middle Division will be paid at the rate of \$90.00 per month, baggageman \$60.00 and brakeman \$50.00.

Conductor running trains 75, 76, 77 and 78 on the Saginaw Division will be paid at the rate of \$90.00 per month and baggageman \$55.00.

Regular passenger conductors running extra trips other than their regular run shall receive extra pay at the same rate as in force on the division where the work is done. Example:

[ Regular passenger conductor runs trip to Jackson and return on his lay-over day and receives the same rate of pay as the conductor who runs the Jackson Accommodation.

Extra passenger brakemen will be paid the

same rate as would be paid regular passenger men for the same work.

JOHN COLE,  
Chairman,

ROBT. MILLER,  
Gen'l Sup't.

## COMMITTEE.

## O. R. C.

J. H. COLE, Chairman.  
CAL. CAMPBELL, Vice-Chair.  
A. SWIDENSKY, Sec'y.  
J. E. OLDFIELD, Committee.  
S. SINCLAIR, "  
E. PINNEY, "  
W. J. GURVINE, "  
M. J. LORDEN, "  
GEO. CLARKE, "

## B. OF R. T.

J. W. HAYHOR.  
C. KENNEDY.  
R. E. DIBBLE.  
D. SECORD.  
J. A. KENEDY.  
J. P. RORICK.  
W. G. KNOWLES.  
J. MAHAN.

If called for trip Victoria to Montrose or Montrose to Victoria, and do not get out on a train within three hours half day will be allowed, if got out within the three hours only mileage will be given. Agreed between

O. F. JORDAN,  
Div. Supt. M. C.  
St. Thomas, Ont.

M. J. LORDEN.  
W. J. GURVINE.  
C. KENEDY  
W. G. KNOWLES.

Freight conductors while learning the passenger service will be paid \$83.33 per month, same as branches pay.

By order of R. H. L'Hommedieu, letter of June 28th, 1892.

Col. W. P. Rend, the millionaire coal operator of Chicago, testified before the Senate Investigating Committee that he believed the operators, as well as the miners, would have been better off if the wages of the latter had been raised fifteen or twenty per cent. He also said:

"Employers do not go among their men enough; they do not get sufficiently in personal touch with them; some of the recent strikes might possibly have been avoided if employers had pursued this policy. I would rather deal with organized labor than unorganized, provided the leaders are fair men."

Senator Gallinger—"Is it your opinion that if manufacturers would adopt the policy you refer to, beneficial results would ensue?"

"It most certainly is."

"Have you ever employed detectives?"

"No."

"What do you think of the policy of putting detectives among workmen to discover their feelings and movements?"

"I don't believe it can be productive of much good; for, as a rule, a detective will feel it his duty to give damaging and often fictitious reports. Moreover, I believe an employer can find out the sentiment of his men if he will allow and foster mutual confidence."



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

*Sisters:*

Well, if ever an editor's heart was made glad, mine has been made glad in the past few weeks by the unusual number of interesting and suitable letters received. Although not a member of the Auxiliary (I am ashamed to make the confession), yet I enter heartily into the spirit of those who *have* the privilege. Of course I am the wife of a conductor, but it has not looked favorable for the organization of an Auxiliary in our place. Although I have fond hopes that the zeal shown forth in some of the following letters will so enthuse our conductors' wives in Marion that we may have the pleasure of feeling ourselves more closely united with the Sisters in other places; and last, but not least, in closer relationship with our husbands and their interest, if possible, soon, and I think it could not do otherwise than this. The more I see of the successes and failures of married life the more strongly am I convinced of the necessity of a *close* relation of *all* concerning both husband and wife.—ED.

TOLEDO, Ohio, Jan. 10, 1893.

*Editor Ladies' Department:*

With the new year comes the desire that this be the best year of our lives. To those interested I ask, what is this year to do for our cause? What is it to do for us, individually? Will we learn the lessons of greater patience, deeper love for those with whom we have to do?

Improvements have been made everywhere. We are not surprised at any accomplishment whatever, and certainly if the right force is brought to bear upon what we have undertaken, we have nothing to fear. I fully realize that only by a close application and careful consideration can any degree of success be attained. Since the inception of the Ladies' Department to the Order of Railway Conductors the prospects for success

have never been so bright as at present. The eight deputy grand presidents, with the members of the different divisions, who are hard at work, are sowing the seed which eventually will bring to this organization the richest harvest ever gathered. If it were possible to impress upon the minds of all that in this work we not only need the assistance of each division, but the demand is a personal one, calling into requisition every member belonging to this organization. When we see what a few can accomplish, we can easily determine what the result would be if *all* conductors' wives were with us. My extended acquaintance with the Sisters engaged in the noble work enables me to say that the earnest, honest, persistency I find wherever I go must finally result in success for our cause.

Since June we have secured six new divisions, No. 21, Oneonta, N. Y.; No. 22, Butler, Ind.; No. 23, Denver, Colo.; No. 24, Colorado Springs, Colo.; No. 25, Chicago Junction, O.; No. 26, Collenwood, O. We also have charter lists for four more divisions. The divisions I have visited are as follows: Andrews Division No. 4, Elkhart, Ind., on July 8th; Autumn Leaf Division, No. 12, Bellevue, O., August 8th; St. Louis Division, No. 11, St. Louis, Mo., August 24th; De Soto Division, No. 13, De Soto, Mo., August 25th; Easter Lily Division, No. 10, Frankfort, Ind., Sept. 29th; Erie Division, No. 16, Huntington, Ind., Jan. 4th; Leap Year Division, No. 18, Andrews, Ind., Jan. 5. In all these divisions I find the same kind, sisterly desire to improve, and a determination to raise this Order to a higher level than ever.

The Ladies' Department in *THE CONDUCTOR* has been much improved, and surely the editor is a success. I trust the time will come when the editor will be so well supplied with good articles from our Sisters, and others interested in us, that selected articles will be crowded out. I am sure

this would be the case if the corresponding secretaries did their duties.

Banner Division will soon begin making arrangements for entertaining the Grand Division. We are going to establish headquarters for *all* conductors' wives, and furnish a committee who will take pleasure in doing everything possible to make the wives of the members of the O. R. C. welcome. This is the year husband and wife can come together and both be interested and entertained. We hope to prove to all that we made no mistake when we decided to meet at the same time and place of the Order of Railway Conductors.

I am, respectfully,

MRS. J. H. MOORE, Grand Pres.

CLEVELAND, O., Jan. 9, 1893.

*Editor Ladies' Department.*

Owing to a feeling that there are more competent correspondents in the Ladies' Auxiliary to the Order of Railway Conductors who should be heard from, I have hitherto kept silence. But my convictions are so strong that more should be said in the interests of the auxiliary in the ladies' department of THE CONDUCTOR, that I have decided to add my mite, hoping others more gifted may be incited to take up the pen and urge the thousands who are yet without the knowledge of the privileges and benefits derived from clasping hands in true friendship in our beloved order—to reach out and receive the warm hand clasp tendered by the auxiliary to all who wish to become members.

While I am not the correspondent of Bethlehem Division No. 1, a few points concerning us may be of interest; our correspondent being dangerously ill and unable to write, has requested me to do so.

In all the twenty years of the existence of Cleveland Division No. 14, O. R. C., first as Conductors' Brotherhood, afterwards as Order of Railway Conductors, there never has been an intimate acquaintance between the families of their members until within the last year. The Ladies Auxiliary was organized last March, and since that time we seem as one family. Harmony prevails to the fullest extent; and we are proving to the Order that what interests them interests us. A series of dime socials have been inaugurated, and while we enjoy to the fullest extent the sociability afforded, we do not forget that opportunities to charitably use the money will surely arise. Our socials are held at the homes of members of the auxiliary, and it is indeed refreshing to see the animated, cheerful faces from time to time. Husbands, wives and children—whole families attend these gatherings, and friendships

are being formed which we trust may be lasting and productive of great good.

I would urge the wives of all members of the Order in the respective divisions to make a start towards organizing the Ladies' Auxiliary. The benefits are many, and while to those outside the charmed circle the benefits may not be so apparent, to those inside, the love and enjoyment mingled with earnest work for our husbands' interests, brings its own reward. The Ladies' Auxiliary is yet in its infancy, but in time we hope to be recognized as a power in the land, a "power behind the throne," perhaps, but nevertheless a power, and as we use this power so our influence will be felt for good or evil. Our territory, perhaps, is limited, being confined to the O. R. C. for members, but where no other organization will have the opportunity of exerting their influence we are privileged.

I have been deeply interested in the white button movement of Hon. L. S. Coffin, and right here I feel sure the Ladies' Auxiliary have a wide field of labor and a grand opportunity to show their colors. Anything which so closely affects our homes and happiness as intemperance, should never be neglected by any organization. It is easy for a lady to be temperate, as ordinarily she does not have the temptations to contend with that men are subjected to, and how much less influence a wife has over her husband who will socially drain the glass with him. Does not her influence assist the cause of intemperance? The whispered "be good," of the temperate, loving wife as she bids her husband good bye, carries its weight of influence and helps to make resistance easy. Ladies of our beloved Order, think deeply on this, I beseech you. Instead of stepping down to keep your husbands company in this, stretch forth your hands and win them to a higher standard by your cheerful example, and let it be said of our auxiliaries that we are temperance women and women of principle.

MRS. C. P. HODGES.

*Editor Ladies' Department:*

It is with pleasure that I announce as correspondent for our division, the election of the following ladies as officers of Galesburg Division No. 15: Mrs. O. N. Marshall, president; Mrs. H. C. Weidenhamer, vice president; Mrs. C. A. Smith, Sec. and Treas.; Mrs. C. A. McKee, Sr. S.; Mrs. W. N. Young, Jr. S.; Mrs. Switzer, guard. Executive Committee—Mrs. J. N. Saffer, chairman; Mrs. H. A. Hall, Mrs. John Zoll, Delegate—Mrs. J. N. Saffer; alternate—Mrs. W. N. Young. Correspondent—Mrs. O. N. Marshall.

The outlook for Division 15 is very promising, but we are growing in numbers steadily, and the

majority enter with zest into anything that will promote a healthy interest in the organization. Not only in the Auxiliary, but in the O. R. C. as well. The Order of Railway Conductors being anxious to pay off their debt, incurred by furnishing their hall, decided to have a fair. They asked all conductors' wives to assist. We combined our forces and the result was—success—cleared them of debt and a handsome surplus in their treasury. We had a booth for fancy articles, presided over by Mesdames Saffer, McKee, Switzer and Waggoner; a candy stand by Mesdames Palmer, Smith and Zoll; "Rebekah's Well," by Miss Lucy Shannon; fish pond, by Mrs. R. Swain, Misses Swain and McKee. Last, but one of the most essential attractions, was the supper room, in charge of Mrs. S. N. Henderson, who served excellent English plum pudding; Mrs. J. L. Bronson and Mrs. E. Shannon attended to the rest of the refreshments. There was also on exhibition a relic of the revolutionary war, an old cannon wheel descended through the Wilbur family to Mrs. D. N. Hecker, our past president. The "boys" are elated, and cannot find words enough to express their gratitude to all who so kindly helped them to begin a new year out of debt. I feel satisfied that by coming together as we did, will bring us new members, and strengthen our relations to one another. There is a fear a great many have, they know not of what, they think by joining an organization that their freedom is checked in some way, but as one of our latest members remarked, "If every one lived up to their obligation, there would be no trouble in the world." How true her words are.

With the united efforts of Division No. 15 we will be first in charity, friendship, and all that pertains to bring us under the guidance of "Him that doeth all things well."

MRS. O. N. MARSHALL,

Galesburg, Ill., Jan. 9, 1893.

CRESTON, IOWA, Dec. 4, 1892.

*Editor Ladies' Department:*

As it has been some time since Loyalty Division No. 2 has been heard from through the columns of THE CONDUCTOR, you may think that we are no more, but not so, we are still here and going to stay, with the anticipation of adding a few more members to our list before many months. Last January we were in a critical condition, and had for some time hung together with great difficulty. It seemed as though we were about to lose our grip and fall overboard; but, at the last minute were rescued by our noble past grand president, who braved the severity of midwinter, left home and friends, to come out here and assist us in our time of trouble. (A friend

in need is a friend in deed). Sister Ragon succeeded in bringing us together, and after addressing Division No. 2, with an eloquent little speech, which put new light and hope into our hearts, we elected officers, turned over a new leaf, and began a struggle for the better. We got along somewhat slowly the first half of the year, but have finally arrived at the last month without any further trouble or disappointments.

On Thanksgiving eve, the O. R. C., B. of L. F. and B. of R. T., gave a joint ball and kindly offered the ladies of No. 2 the opportunity of serving the supper. Though we were only five to do the work, we accepted the offer, and spread a repast such as the Auxiliary Ladies always serve. All seemed to relish the choice viands, as the dishes were often replenished. We must not forget to mention how ably we were assisted by Brothers Cartwright, Hartsuck and Loughridge, which we kindly appreciate, though it was entirely out of their line of business; they managed to make themselves very useful in the kitchen. After feeding over one hundred people, we had a neat little sum to put in the treasury. So we will not begin our new year empty handed. As this is my first attempt through THE CONDUCTOR, I will make it brief.

Wishing you all a happy new year, I am

Yours in P. F..

MRS. LOUGHRIDGE, Sec. No. 2.

PHILADELPHIA, Pa., Jan. 8, 1893.

*Editor Ladies' Department:*

As Division No. 5, L. A. to O. R. C., has not taken up any of your valuable space for some time, I should like to say that such a society exists, and that we are here to stay, and also the interest in our division increases, as each one is willing to do all in her power for the best interest of the division. Financially, we are above board, socially, we are a success. We held our annual election of officers the first meeting day in December, which resulted as follows: President, Mrs. B. F. Wiltse; Vice President, Mrs. G. Brown; Sec. and Treas., Mrs. C. L. Springer; Senior Sister, Mrs. Wm. Bingham; Junior Sister, Mrs. L. Bender; Guard, Mrs. Wm. Maxwell; Delegate, Mrs. A. McCauley, Chairman Executive Committee, Mrs. G. Brown; Corresponding Secretary, Mrs. B. F. Wiltse.

And as the new year has just come in we have started in more determined than ever to place Division 5 in the front rank, and as we welcome the new year, let us take a retrospect of the past, as there are many things memory will want to dwell upon. If our thoughts were in keeping with life's brightest uses, it would fill our lives with a deeper and better meaning, if at the end of each year we would lay up in the archives of the past volume, a record of our thoughts and actions, in which no erasures can be made, and as the old year goes out, pause and reflect for one moment, looking back over the past, recall to mind, if by living it over, you could better it, and if so, you profit by the experience of the past and live a more useful life the coming year.

Wishing all readers of the journal a happy new year.

MRS. B. F. WILTSE,

Division No. 5, L. A. to O. R. C.,  
Philadelphia.

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Bro. Dodson, secretary of Division 83, wishes correction made in his report for election of office s heretofore published. Bro. J. T. Collins was elected Senior Conductor and Bro. M. Lannahan, Junior Conductor. Bro. H. McKinney has resigned as cipher correspondent and Bro. J. G. Harrison, No. 1342 Twelfth street, has been elected in his place.

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The secretary of Division 247 would like to hear from J. T. Carroll, J. H. Howard and Geo. E. Buck.

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Thos. K. Warhurst, No. 2 Roberts Court, Salt Lake City, Utah, would like information of his brother, R. K. Warhurst. He is supposed to be a railway conductor but is not a member of the Order.

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On January 18th, some brother writing at the Sherman House in Aberdeen, S. D., enclosed \$1.00 for subscription for THE RAILWAY CONDUCTOR, requesting it sent to Mitchell, S. D., but did not sign his name to his communication. We are unable to forward THE CONDUCTOR, as we do not know who sent the dollar.

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Circular No. 17 of the Atlantic & Pacific Railway Co. says: "Mr. C. R. Perry, with headquarters at Williams, Ariz., is hereby appointed train master of Arizona the Division, vice T. M. Daly. His jurisdiction will extend from East switch at Winslow to the East switch at Peach Springs. Appointment effective as of January 3rd, 1893.

Approved: JOHN DENAIR,  
T. R. GABEL, Sup't. Transportation;  
Gen'l Superintendent."

Bro. Perry is secretary and treasurer of Division 85, and it gives us pleasure to note his promotion.

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We are in receipt of invitations and complimentary tickets to the annual balls of Divisions

95, 282, 46, 300 and 41. The brothers will please accept our thanks for the same.

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Bro. Kennedy, of Pasadena, Cal., invites us to call and refresh ourselves with a cup of beef tea at his store during the week commencing February 3rd.

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The Q. & C. Co. of Chicago, dealers in railway specialties, advise us that they have now acquired a device which has been known on the market for the past year as the "Standard Cattle Guard." As a new device it has had remarkable success and the approval of all the railroads where they have been used. In addition to this, they are about bringing out a new cattle guard which will be called the "Q. & C." and will be a considerable improvement.

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Our readers will notice in this number many new advertisers which our agent has secured and which we think worthy of patronage. We want to urge upon our readers that if they find anything in our advertising pages that they desire, or would like to know about, do not hesitate to write the advertiser, and be sure in that event to *mention* the RAILWAY CONDUCTOR. All these advertisements have been carefully investigated and we believe they are responsible; if not, we want to know it and will thank any applicant to report anything resulting contrary to what is advertised.

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A large, handsome map of the United States, mounted and suitable for office or home use, is issued by the Burlington Route. Copies will be mailed to any address on receipt of fifteen cents in postage by P. S. Eustis, Gen'l Passenger Agent, C., B. & Q. R. R., Chicago, Ill.

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You can obtain a pack of best quality playing cards by sending fifteen cents in postage to P. S. Eustis, Gen'l Pass. Agent, C. B. & Q. R. R., Chicago, Ill.



### Ingalls.

Died, January 7th, 1893.—Mary E. Ingalls, beloved wife of Frank M. Ingalls, M. D., editor of the "Brotherhood Home Journal," aged 41 years, 4 months and 15 days. Mrs. Ingalls was born in Norway, Maine, where she lived during her childhood. From thence she removed to Springfield, Mass., and has lived in Chicago during the last fourteen years. She was joined in holy wedlock to Dr. F. M. Ingalls, her now deeply bereaved husband, Nov. 3, 1887. They lived together in delightful and christian fellowship until the time of her death. A father, two brothers, a sister and husband survive to mourn her loss. She lived an earnest, beautiful, philanthropic life. She illustrated what we call applied christianity, not mere christian theory, not simple christian doctrine, but applied christian doctrine, and christian theory, practical religion, and every day religion, the gospel of good Samaritanism. She, together with her husband, were the real founders of the Brotherhood of Railway Employes' Home. She ministered to the first inmate at her own house for nearly a year, and she has ever since had the kindest interest in this noble benevolence. Just before her last illness she assisted with her own hands in arranging the new headquarters, the new home on Park avenue. She died with the welfare of the unfortunate and disabled workman on her heart. They have been bereaved in the loss of one of their most loyal and devoted, and I might almost say, angelic friends. That others might be raised to carry forward the work which she, according to the decree of an inscrutable providence was compelled to lay down, was one of her last and most earnest desired. She was deeply interested also in the work of temperance reform. She greatly sympathized with the poor men who struggle heroically against the accursed thirst for strong drink. While her husband administered medical relief, she was always present with the oil of gladness, the balm of Gilead, the milk of human kindness, the light of hope to cheer their hearts. Her life illustrated the truth that

"Down in the human heart, crushed by the tempter,

Feelings lie buried that Christ can restore.

Touched by a loving hand, awakened by kindness,

Chords that were broken, vibrate once more."

She was perfectly conscious to the last. And just before her generous, pure and noble spirit returned to the God who gave it, she sang a hymn of hope. "God be with you till we meet again." "Blessed are the dead which die in the Lord, for they rest from their labors, and their works do follow them."

### Lucas.

Died Dec. 31st, 1892, at his residence Seymour, Ind., of lung and stomach trouble. J. B. Lucas aged 36 years. The above will be read with profound feelings of regret and sympathy by the many friends of Mr. Lucas throughout the country, for he was well and favorably known to all old time railroad men in this vicinity, having spent the last eighteen years of his life in active service as a brakeman and conductor on various roads, including the L & N, E & T H, and E & R. At the time of his death he was employed on the latter road as a passenger conductor, to which position he had been assigned some two years ago, coming from the main line (E. & T. H.) where he had been employed in the same capacity for some months. J. B. Lucas was born at Sullivan, Sullivan county, Ind., in the year 1857. At the age of eighteen he entered the service of the E. & T. H. as a brakeman. For the past fifteen years he has been employed as conductor on the above roads, which fact of itself shows that he certainly merited the confidence his employers placed in him. Mr. Lucas leaves a wife and three children of the tender ages of but twelve, eleven and nine, one son and two daughters, at just the age when they need a father's care to guide their youthful footsteps, and at just the time when the father had begun to build up fond hopes for their future. Perhaps this is the greatest anguish a devoted father can endure—that of leaving his wife and little ones behind. Mr. Lucas was a man to whom his family were his all, to whom he gave his first thought, and to whom he was bound by the most sacred ties. Next came the different fraternities of which he was a member—the K. of P's. and the O. R. C.—and in each he was noted as one who was always ready to do his duty, and his hand was ever open to the needy. He was a member of both the above at Evansville, Ind., and the latter, Division 315, at their meeting following his death, passed very touching and appropriate resolutions of sympathy and respect, a copy of which was sent to his family at Seymour,

## OBITUARY.

Ind. For many months he had been a patient sufferer, and yet when the clouds seemed darkest, he was hopeful that he might fully recover, but the seeds of that fatal lung trouble had been sown in his system, and as he grew weaker he realized that he was hoping against hope, and he became resigned to his fate. Shortly before his death he united with the M. E. church, and the same true characteristics that had made him a brave railroad man made him brave at the approach of death. Husband and father-like, his chief concern was regarding the dear ones from whom he was about to depart, but after all

They who go

Feel not the pain of parting, it is they  
Who stay behind that suffer.

The remains of Mr. Lucas were taken to Sullivan, Ind., Jan. 1st, via the O. & M. and E. & T. H. railways. Mr. Corbett, superintendent of the E. & T. H., for whom the deceased had formerly worked, kindly holding his connecting train at Vincennes 35 minutes for the funeral party. The interment took place on second day following and was in charge of the K. of P's. of that place. Among those present were noticed, Mr. W. M. Corbett, superintendent; W. L. Farmer. Wm. Swaine, Wm. Drummond, H. Ogden, Chas Stice, all conductors, and Geo. Haynes of Evansville, a particular friend of the deceased. The floral tributes were profuse and very appropriate, consisting of a broken wheel, a pillow of beautiful flowers, etc., presented by his brother conductors. As partial evidence of the high standing of the deceased it might be said that Mr. Corbett kindly bore all of the expense of the funeral outfit in Seymour, and has recently assured his family that he will do anything in his power to assist them. The remains were accompanied as an escort from Seymour by Mr. Jesse Buckles, both a Knight and a member of Seymour Division 301 O. R. C. A particularly generous act on part of Jas. Baker, an E. & T. H. passenger conductor, deserves mention, and fairly represents the kind of religion that touches the hearts of railroad men and that causes many a tear to be brushed away. For some time previous to his sickness Mr. Lucas had been insured in "The Old Reliable Conductor's Insurance." A prolonged sickness of many months had made it necessary to drop this portion of his insurance which to him was a source of great anxiety, and he frequently spoke of it to his wife as death drew near. Shortly after his death she was notified by the secretary that as soon as the necessary papers could be filed, etc., that her claim of \$2,000.00 would be paid. And big hearted James Baker had kept his dues paid up, writing to the widow that the money he had paid out was a present to the fatherless children. This is the kind of practical religion that touches the tender spot of afflicted ones and causes them to hold dear the memory of such men as James Baker long

after his death. During his residence in Seymour Mr Lucas made many warm friends, and especially among the railroad men, and while prostrated with that fatal disease, all that loving hands could do was done for him. To Mr. C. C. F. Bent, and Mr. A. J. Frazer of the O. & M., special thanks are due, who kindly furnished free transportation to the entire party to Vincennes. At a regular meeting of Division No. 301, O. R. C., Jan. 23d, it was unanimously resolved to forward a letter to James Baker, in appreciation as brothers of his manly and generous act.

A FRIEND.

### Starr.

At a meeting of Major Morris Division, No. 41, the following resolutions were unanimously adopted:

Whereas, the Grand Chief Conductor of the universe has seen fit to remove by sudden death from our midst, Brother Jay Starr, removing a beloved husband and brother, thereby causing sorrow to their happy home, and

Whereas, we bow in humble submission to the will of the Grand Chief Conductor of the universe in removing this loving husband and brother from the midst of wife, children and friends. Therefore be it

Resolved, That the heartfelt sympathy of Major Morris Division be extended to our brother's family in their hour of sorrow and affliction.

Resolved, That while words of sympathy cannot allay the sufferings of such deep sorrow placed upon our brother's family, we can only point them to Him who doeth all things well. Be it further

Resolved, That as a token of respect to the bereaved wife and family, these resolutions be spread upon the minutes and a copy be tendered his family and a copy be sent to the CONDUCTOR for publication.

J. J. DEDRICK,  
J. F. COSTELLO,  
M. BURNS.  
C. L. YOUNG,  
Committee.

### Rogers.

Resolution of condolence by Toronto Division, No. 17, to Brother J. H. Rogers and his beloved wife.

It has pleased God in His all wise providence to take from our brother's family their loving daughter. It is hard that the misty twilight of death should so soon blot out the golden glow of morning, that the happy home should be turned to one of sorrow, and the dead blades of the grave grass should quiver over the feet that for years should have pressed the green verdure of summer, and that one so full of hope, kindness and devotion, should be stricken down.

God recalls His precious loan;  
God hath taken her away  
From their bosom to His own;  
Surely, what He wills is best.

Resolved, that we tender him and his estimable wife, our heartfelt sympathy in this their sad bereavement, and while earth has one angel less, heaven has one angel more.

Signed in behalf of the Division.

W. J. GRAY, Sec'y and Treas.

# THE RAILWAY CONDUCTOR

VOL. X.

CEDAR RAPIDS, IA., MARCH, 1893

NO. 3.



## AN INVASION OF CANADA.

For nearly eight years prior to the summer of 1892, I had not dropped a hook into water nor had I taken a gun out of its case to do more than look it over, and former successes with rod and gun were so far in the misty past, it seemed that I would never again have an opportunity to boast of my prowess. But Dorsey's stories of Manitoba ducks and chickens and of North Shore trout so far aroused the dormant sporting blood, that a hastily improvised trip to that gem of the northwest, Spirit Lake, was arranged, and although the "Canuck" deserted us, Clark and wife, Clancy and wife, Latimer, Fitzgerald, and myself and wife, made the attempt, and as a result of one day's fishing brought home 150 pounds of wall eyes and silver bass. This determined me to accept, if possible, Dorsey's invitation to "go fishin" in the Dominion. Accordingly, one bright evening toward the last of August, Clark and myself stowed ourselves away on a B., C. R. & N. train for St. Paul, where we were to meet Clancy. The day was spent in that thriving city in purchasing necessary and unnecessary additions to our "outfit," and among the former was a huge corduroy cap, which thereafter adorned the rotund person of the hero from "Shady Side." A ride of twenty hours over the Northern Pacific brought us to the capital city of Manitoba, but before arriving there we formed the acquaintance of a gentleman who seemed, for some reason, to view us with suspicion. This gentleman was Inspector Cooper, of "er Majesty's Customs," and here the St. Paul purchases proved to be a gen-

uine cause for regret, for Inspector Cooper gently but firmly insisted on relieving us of a portion.

He first interviewed the brief gentleman from the banks of the Cuyahoga, but that suave individual had unloaded not only all his purchases except the cap, but his baggage as well, upon Clark, and retired to the smoking room, so that just what persuasion was necessary to prevent Cooper from confiscating the cap is unknown. We were somewhat abashed by the entrance of that gentlemanly officer, who marched in with all the dignity and importance that can be conferred by the possession of a petty official position and which would lead the observer to imagine that the entire weight of the Dominion government rested upon his shoulders, and when it is considered that all this burden of official responsibility did not depress a man of diminutive size, but on the contrary added so much to his erectness that he actually leaned backward, the reader can imagine the impression made on the two "innocents abroad" who were now about to fall into the hands of the philistines. Snaky eyes, carrotty hair and a scanty sandy mustache, accompanied by an attempt at "dudish" apparel, and you have a photo of the man to whose tender mercies we resigned ourselves. A pair of wading boots, a St. Paul purchase, first attracted his attention, and it took fifteen minutes for Clark to explain why he should have them and to convince the official that there was no deep laid plot to defraud the Canadian revenue concealed about them. The boots were enough to deepen the sus-

picion with which we were evidently regarded, and there was no item about Clark's baggage which did not need an explanation, which was given in a dialogue that lasted about half an hour and which was carried on with pertinacity on the one side and ill-concealed impatience on the other, Clark endeavoring to explain the evident misfit of Clancy's underclothing by making oath to the fact that it was the property of a portly gentleman in the smoking room, while the official exhibited symptoms of a desire to require Clark to try it on. The interview finally ended by a declaration from Clark, with a few emphatic words by way of prelude, interlude and finale, that he had told all there was to tell about his belongings, and if that was not satisfactory the official should take them away and let him alone. Turning to me, who so far had been a deeply interested observer, a "Hawkeye" camera caught his eye, and giving it a resounding kick he asked "What's that, a camera?" I admitted that it was. "What d'ye 'ave it for; pleasure, I suppose?" was the next question. I told him no, that I "ad" it for business, but at that moment a half dozen bottles, bearing a label with "a strange device" which were lying on the seat before me, attracted his attention, and pointing an official finger at them he queried, "'oo's that?" I pleaded ignorance as to "who" or what it was, but told him that it was the property of a gentleman of brief stature and aldermanic proportions who was then in the smoking room and who had directed me to present a portion of it to the representative of the queen, if he was an affable, genial and courteous gentleman, and that in my opinion he fulfilled the requirements so well that he should take it all. A smile of gratification began to relax the stern official features, but it had hardly commenced when his gaze again fell upon the offending camera, which the owner had placed on a seat to prevent any further official kicks, and as it chanced, with the business end toward the officer and with the "push the button" machine staring him in the face, he concluded not to "do the rest," and with a stern "Sir!" turned upon his heel and left me. As events proved, my feeble attempt to establish friendly relations with the officer was an ignominious failure. However, we congratulated ourselves upon the apparently fortunate termination of an engagement which seemed to promise dire results to us. The congratulations were a little previous, as we had hardly composed ourselves for a resumption of the disturbed nap when we were disturbed by the falsetto voice and again confronted by our friend Cooper, with the query, "'Ave you got any guns or fishin' rods?" Inasmuch as three of each lay

on the seat in plain sight, we virtuously determined to "tell the truth." "Ye'll 'ave to take them to the baggage car and put them in bond," was the order, to which Clark gently demurred by saying "we don't 'ave to do anything of the kind; if you want them there, take them yourself." "Ah; but ye'll 'ave to come awfter the checks, ye know." But Clark was firm and would not "come awfter" the checks, which were delivered to us later, but the guns and rods, all old with a single exception, were "in hoc," while new shooting coats, new boots, lines, ammunition and various other articles were strewed around in reckless profusion and all unmolested. Farewell Cooper; may thy official life be long in the land of Manitoba, for surely never will be found another who will so fully support the authority and dignity of the Dominion government.\*

The smooth gentleman who had escaped the trials and tribulations of the Canadian "protective" tariff by unloading his possessions upon us, now returned to mourn the prospective loss of a gun that was "as the apple of his eye," and to criticise and condemn the temporary custodians of his property for not being able to circumvent so energetic and determined an official as our friend Cooper. After a short consultation, however, it was unanimously decided that Dorsey was at the bottom of it all and that we would find the property safely delivered to the hotel.

On our arrival, we were warmly greeted by a number of the boys who had assembled to welcome the "foreigners," as well as by a number of other citizens, whose hearty welcome convinced us that their invitation to "take the town," if we wanted it, was sincere.

A walk of a few blocks gave me ample opportunity to note the difference between the Winnipeg of ten years ago as I first saw it, consisting largely of tents and board shanties, and the thriving and prosperous city of today, and brought us to the Leland, which was then undergoing enlargement and general repairs. The welcome from Captain Douglas, a navy veteran who served under Farragut during the late war, the care taken for our comfort and to anticipate our wants and wishes made the annoyances inseparably connected with the repairing, trifling indeed, and notwithstanding the difficult circumstances, the captain fully convinced us that not only himself but all his assistants

\*The above is a slightly exaggerated description of the official in question. I can, however, truthfully testify to the fact that he is an exception to the general rule, for with a considerable experience in crossing the line, I have never met with anything but courteous treatment from Canadian custom officials heretofore.

knew how to keep a hotel. Hardly had we time to get the dust of travel out of our eyes before carriages were at hand for a drive and a spin to a pleasure resort some two miles outside the city behind some quick steppers, which brought a ravenous appetite, the enjoyment of the ride being enhanced by the anxiety of Joe Fabey, who claims that the only time he is entirely happy during a ride, is when he is returning the team and carriage in safety, and he excuses himself for his "nervousness" by a fairy tale about a runaway which cost him \$400 for a ruined horse and carriage, besides the loss of his best girl, who would not trust herself under his care after that.

A bountiful supper having been demolished, a number of visitors dropped in, and among them we were pleased to make the acquaintance of Engineers Brownlee and Kennedy, of the B. of L. E. committee which acted as arbitrator between the trainmen and the C. P. railway on the occasion of the strike last winter. After a couple of hours' pleasant converse, Dorsey appeared on the scene and marshaled us again to the dining room, where a banquet was spread which fully sustained the reputation of the Leland. The names of the participants I am unable now to remember, but the memory of the right royal welcome given the "foreigners" will be an ever present and pleasant memory to the end of my days. U. S. Consul Taylor was one of those who vied with the "Britishers" in making us "at home," and he gave many pleasant reminiscences of the Northwest as it was a few decades ago without the railroads, and commented on the share they had borne in the settlement and civilization of the country. Along towards the "wee, sma' hours" a final toast to the host was proposed and Captain Douglas was called on to respond. He pleaded his inability to do so in any except a material way, and sent around an additional basket of champagne.

So far we had been too much occupied to think of guns or rods, but when, at the breaking up of the feast, Dorsey told us we were to go to Reyburn after ducks the next day, the lost accoutrements were brought to mind and he was accused of conspiring with Cooper to have us disarmed. The earnestness with which he expressed his opinion of the transaction and of the official in question, compelled us to acquit him of any complicity. A couple of gentlemen volunteered to look after the seized articles, and of just how much red tape we were thus relieved we will probably never know. The guns came to hand just before train time the next afternoon. There was also a matter of \$18 duty of which we

knew nothing—as all questions were answered by our being told, "never mind, you have the guns,"—until our return to "the States." After much correspondence and a couple of months time, the Canadian authorities were finally persuaded that the property had been taken back to the States and the duty was returned to the gentlemen who paid it.

Arriving at Reyburn, the train was halted at a convenient spot, our traps unloaded and the tents nearly pitched, when another important personage appeared on the scene, and in a voice with an unmistakable Gaelic accent and accompanied by an aroma and manner that spoke eloquently of the virtues of "mountain dew," inquired if we proposed to camp there. Upon receiving an affirmative reply, he demanded "ground rent" to the extent of one dollar per day, because, as he claimed, he held control of all the land belonging to the C. P. Railway company to "the line of de-embarkation" to some remote western point, as well as of all the surrounding country, and only that Clancy got ahead of him with a claim to the water, he would have "barred" us from that also. As we were outside of the C. P. right of way, Dorsey gave orders to strike tent and move some twenty feet nearer the track. This, however, did not appease our friend of the "line of de-embarkation," and he burdened the weary air with his protestations of how he would make us suffer if the dollar was not forthcoming, until Dorsey permitted his angry passion to rise, and taking Clark for a body guard and without stopping to consider the extreme improbability of the claim made by the tipsy highlander, started for the telegraph office a mile away, to get formal permission to camp on the C. P. right of way, leaving Clancy and myself to withstand the persistent attacks of the Gael. Before Dorsey's return, we became fully convinced that all that our good friend wanted was to be invited to drink to our health. Clancy immediately produced our weapon of defense, prepared it for action, and Sandy was about to swear eternal friendship to the foreigners and fealty to their cause forever in a bumper of bourbon, when Dorsey returned and in indignant recollection of the two mile walk for nothing, instantly vetoed the proceedings and declared war anew, nor would he relent, though the Reyburn landlord stayed with us for two hours, and with all the eloquence at his command, stimulated by an overpowering thirst and the hopeful anticipations previously aroused, endeavored to induce a reversal of the verdict. He finally left us when Dorsey insinuated that his hotel was alive with *cimex lectularius*, after admitting the truth of the accu-

sation so far as the old hotel was concerned, but vigorously denying it in regard to the new, and he went without a drop of wherewith to cool his parched tongue, for Dorsey would not forgive and forget the walk.

So far ducks had not appeared in any great profusion, but we manned our batteaus and started up the river to catch them in the evening when they came in from the fields. They failed to come in, though, and for every duck that we saw there were at least half a dozen hunters. The bag of the entire party that night consisted of numberless mud hens, a horned owl and one solitary flapper. Notwithstanding this discouraging start, our leader promised us fine shooting in the morning, and at some time a little after midnight, he routed us out. A paddle of five or six miles, with a little rain by way of exhilaration and not a single shot except at mud hens, brought the decision that we did not want any ducks and would return to Winnipeg on the first train.

The next morning preparations were made for the trip to the Nepigon, the real object of the expedition. Leaving Winnipeg that evening the most of the journey was accomplished during the night. We arrived at Nepigon station the next afternoon, after a pleasant ride along the picturesque north shore of Lake Superior, and after looking up a guide in the person of Captain Michel Deschamps, who was to furnish three additional guides, we arranged with him to be ready to start up the river at seven the next morning.

Nepigon is a little hamlet, three fourths of a mile from the head of the rapids at the foot of Lake Helen, the old Hudson Bay post of Red Rock being situated at the foot of the rapids, which are perhaps a mile long but which bend sharply to the west, bringing Red Rock but a short distance from the station of Nepigon. I was surprised by the size of the river, which is, I should judge, a hundred feet wide at the head of the rapids, the narrowest point, where it is crossed by the C. P. Railway on a bridge that must bring the track in the neighborhood of two hundred feet above the water, and from which there is a superb view of the lake above and the rapids below, with Red Rock in the distance.

The matter of engaging the guide, looking "awfter the luggage," and a walk to the bridge over the rapid, occupied the afternoon until supper time. The Nepigon hotel and its landlord reminded us very much of the Leland and mine host Douglas at Winnipeg, not, however, on account of any similarity. Quite the contrary. I presume the hotel is as good as can reasonably be

expected under the circumstances, although it would seem that some kindly disposed individual might earn the thanks of all sportsmen who visit the Nepigon and incidentally a few "shekels" during the season, by keeping a little, old-fashioned, comfortable and home-like "tavern." After supper we passed a pleasant evening with a St. Paul party that had just returned from up the river, who gave us a number of practical pointers which we found valuable later and for which thanks are hereby tendered with the hope that we may meet the gentlemen again.

On retiring, General Manager Dorsey admonished us that as we were to embark at seven in the morning, it behooved us to be astir betimes and not delay the guides. We accordingly descended to the lower regions about six A. M. and found them in darkness, while a cold, drizzling rain did not tend to raise our depressed spirits; and, in fact, it was only after other spirits had been repeatedly depressed that anything like a vestige of cheerfulness could be found. In the course of time, our rueful visaged host, who appeared to be in a continual study as to whether or not life was worth living, arrived on the scene, built a fire, for which we were truly thankful,—our corpulent member not having developed his ability in that direction at that time—and informed us that we could have breakfast about half past seven. It was at this stage in the proceedings that our g. m. began to develop those qualities that peculiarly fitted him for the position he occupied, and bloodshed between the sorrowful boniface and the fiery g. m. was only avoided by strenuous exertion and the use of much diplomacy on the part of the "gang." No guides appeared during the interval before breakfast, which was passed in wondering what would be served and whether or not it would equal the viands with which we were compelled to be satisfied the evening before, and the dismal, dripping atmosphere was further weighted by vigorous complaints from our energetic manager, who bewailed the certain fact that the guides were on the bank of the lake with cargo stowed and only waiting the arrival of the passengers to weigh anchor and hoist paddle. Finally, his patience completely worn out, he made a trip to the depot to satisfy himself that the camp equipment had been looked after and forwarded for embarkation and to still the suggestions of the remainder of the party that Michel had yet not left his virtuous couch, but came back speechless with indignation, submitting without a word of defense to the jeers of his comrades, and it was only after a considerable time had elapsed that he could be induced to admit that everything was as he had left it the even-

ing before and that no guides had been seen or heard of. Just what catastrophe was prevented by the timely call to breakfast will probably never be known, but that it was something terrible was plainly apparent from the manner in which the g. m. attacked what was placed before him, and the fact that his indignation had reached so high a point that he failed to comment upon or criticise the breakfast offered him.

After a hurried effort to dispatch the viands placed before us, we adjourned to the open air to find indications of a cessation of the storm and promise of a fair day. This revived us somewhat but the arrival of Captain Michel Deschamps, apparently suffering from a too free indulgence in powerful stimulants, with the information that he had not had breakfast and had not engaged any other guides, counteracted any influence that the weather had upon us. The doughty captain was hustled away to engage the balance of the force arranged for and something later reappeared with the full complement, consisting of himself, his brother Denny Deschamps, Joe Bustigut and George Michaelson. He also brought the information that none of the warriors had broken their fast and intimated that it was customary for guides to accept an invitation to breakfast with, or at least at the expense of the employer. The captain was referred to the g. m. and after fifteen minutes of argumentation, vigorous and emphatic on the one side and deprecatory but insistent on the other, the corduroy gentleman interfered and extended the wished for invitation, remarking *en passant* that he thought the poor red men had earned their breakfast by being compelled to listen to such a flow of eloquence.

After satisfying their appetites, which consumed so much time as to again call forth vigorous protestations from the g. m., the captain began to make inquiry as to the character and quantity of the commissary stores, and it transpired that large additions must be made to that department, the Indians objecting to the bill of fare intended for the white man and the captain remarking incidentally that "Ingin he eat good deal." And we afterward found that he was correct. After these preliminaries were arranged to their satisfaction, the captain undertook to gently remonstrate with the g. m. because of his objections to furnishing breakfast a couple of hours after the time set for departure, saying insinuatingly, "Ingin he no like what you say 'bout not give him breakfast." Then ensued another of those energetic dialogues with which we were becoming familiar and which was only terminated by Corduroy again coming to the rescue. Finally the dunnage was loaded on the backs of

the three privates, Captain Michel overseeing and directing the matter, and by ten o'clock we found ourselves, our traps and three guides on the bank of the lake, but no canoes in sight and Captain Michel absent! The privates were instantly dispatched to find the worthy captain and bring him to the spot as soon as possible. After another weary wait, he appeared and to a query as to the whereabouts of the canoes, responded, "I do' 'no; I no git him yet."

G. M.—I thought you had canoes?

Capt.—I got only one.

G. M.—Where is it?

Capt.—He's down below rapids.

G. M.—Why isn't it here?

Capt.—Denny and Joe, he git him now.

G. M.—Where are you going to get the other one?

Capt.—I do' 'no.

G. M.— — — — — liar you.

Capt.—I guess McKirdy he got one.

G. M.—Well, go and get it ————quick, and if you don't have it here in half an hour, I'll throw you into the lake.

This struck the captain as so excruciatingly funny that he must enjoy it for a few moments before he could be persuaded to start. Meantime Corduroy had exhibited his knowledge of camp life by building a fire, and the next half hour was spent in hunting wood and invoking blessings on the Indian race in general, and Captain Michel in particular, and in discussing measures to overcome the apparent disposition on his part to never do anything so long as it could be avoided or postponed by any possible means. The final start was made about eleven o'clock, the leading canoe being manned by Denny and Joe with Clark and the g. m. as passengers, while Corduroy and myself were relegated to the tender mercies of the captain and George. The latter developed a reasonable willingness to propel the canoe and the captain an entire willingness that he should do so. The ride of six miles up the lake was varied only by the pleasure of occasionally arousing the captain from slumber and earnest but ineffectual efforts to induce him to do a little in the way of hastening our progress. Immediately after starting, I got out a line and dropped a spoon into the water, which proceeding caused inordinate mirth on the part of the guides, and after dragging it the entire length of the lake, except when to vary the monotony, the captain guided the canoe through a bunch of grass or weeds and I was compelled to hastily reel my line in, I was obliged to admit that perhaps their mirth was not ill-timed. On reaching the river proper, George was compelled to considerably increase his efforts

to overcome the strong current, which I should judge ran at the rate of five or six miles per hour, with an occasional rapid, where it was doubled, the river being unusually high when we were there. Capt. Michel had informed us on the way up the lake that he must stop at his home and change canoes, getting his own in place of the one we had, which was an old one, unusually heavy and leaking badly. We had not proceeded up the river more than half a mile before coming to a neat little log cabin surrounded by three or four tepees, and Michel announced that he had to stop. We accordingly landed and the captain went into the house. As he did not reappear after what seemed to us an interminable length of time, I went to the house to ascertain the cause of delay, and found Michel enjoying an extremely animated chat with an aged Indian, to whom he introduced me with "dis my oncle." The four females in the cabin he did not seem to consider worthy of an introduction, or perhaps I was not considered a proper person to form their acquaintance. I was hospitably urged to sit down and a chair was unceremoniously taken from one of the squaws to provide for me, but declining the invitation I spent some minutes in an endeavor to shorten the leave taking of the captain and his friends, so many minutes indeed, that on my return, Corduroy unkindly intimated that I had given less attention to urging the captain to start than I had to cultivating an acquaintance with the Chippewa belles. After we had again started, Corduroy asked "Mike," as he had christened the captain, why he had not changed canoes, and received the information that they were to be exchanged further up the river at Michel's own "wickiup," and that he had stopped merely to visit his "oncle." This information had a depressing effect on the gentleman from Shady Side and he relapsed into silence. A few rods farther another little clearing and cabin appeared, and without a word of explanation, the canoe was headed for shore. Corduroy aroused and inquired the object of landing, and was informed that the captain had broken his pipe and wanted to get one from his "oncle." He was informed in tones low but deep, that if he stepped on shore the canoe would go on without him, even if it became necessary for the Ohio contingent to cast George overboard and assume the functions of captain and crew himself. The captain seemed to regard this in the light of a little pleasantry, for he grinned immoderately, and when the canoe touched the bank, prepared to disembark but when ordered to "sit down there, villain," in tones that were an unmistakable evidence of determination to do some-

thing desperate, he reluctantly complied with the order and began to shout, which soon brought out the "oncle," followed by the usual complement of dogs, squaws and pickaninies. A lengthy conversation then ensued, which Michel claimed was in negotiation for a pipe but which, from the grin on George's face and the extreme hilarity on the part of the "oncle," we suspected to be foreign to the pipe question, and it was not until Corduroy gave a peremptory order to "shove off" that the "oncle" started for the house, soon reappearing with the pipe. The conversation was renewed and continued with an extraordinary amount of glee on the part of both so long as they could make themselves heard by shouting. Changing my spoon for a "phantom," I again dropped a hook into the water and was informed by Michel that no trout could be caught along there. His information did not alter my determination to give any trout that wished it an opportunity to be caught, however. The captain had recovered from his drowsiness and was now extremely communicative, and passed his time in attempts at conversation and furtive examination of the various baskets and packages with which the canoe was laden, apparently in search of "bait." Upon being commanded to "let up on that now, Mike," by Corduroy, he desisted and immediately began to plead for tobacco, which as a measure of self defense was given him. The next idea that disturbed his intellect was that it was after dinner time and he suggested that we land and have dinner. This so completely aroused the ire of the Ohio contingent that he immediately proceeded to give "Lo, the poor Indian Michel," such a "dressing down" as he had not previously had since making our acquaintance, and perhaps never in his life, and it was concluded with the information that he would not get a drop to drink except of the river, nor a bite to eat except of tobacco, until we arrived at Camp Alexander, even if the inevitable prospect was that he would starve to death on the way. This so deeply affected the captain that he relapsed into a morose silence and if possible, into a more determined inactivity. The silence, continued for fifteen or twenty minutes and was then only broken only by a request for "more tobac," but once broken it was not mended, and despairing of conversation with us, he turned his attention to the frequent tepees along the bank and aroused and conversed with the inmates of each and every one so long as he could make his voice heard, and it appeared, too, that he had some relatives in every one. About two in the afternoon we reached Michel's home, or rather the home of his father, Chief Pierre Deschamps, the head chief of the tribe, and an intelligent In-

dian of probably sixty years of age. We landed just in time to escape a heavy shower and found that the advance guard had been waiting for us half an hour or more. The house occupied by Chief Deschamps was considerably larger than any we had yet seen and seemed to be accommodating three generations at least. As near as I could make out, it was the home of the chief and his wife, his brother and wife, Michel, Denny and wife and a number of children ranging from fifteen years of age down to Denny's youngest, Master Henry Deschamps, a lusty youth of some eighteen months. The room into which we were ushered was reasonably neat and clean, adorned with numerous colored prints of saints,—all being devout Catholics—and containing an old-fashioned box stove with a blazing fire, which was very grateful to us. As soon as the rain was over, we re-embarked, bearing with us many hearty invitations to stop on our way down the river. Shortly after leaving Deschamps', to the apparent surprise of the guides and my own great satisfaction, I pulled up to the side of the boat a fine trout weighing about a pound and a half, the largest one I had ever caught, though a few days later it would have been thought a small one, and on our arrival it was with no little pride that I exhibited the first fish caught. It was duly admired and I envied by all. We arrived at Camp Alexander at about five in the evening: It is situated about twelve miles from Nepigon and at the first rapid which is impassable for boats and where a portage of two and a half miles is necessary for those who go farther up the river. The scenery along both lake and river is beautiful and the boat ride, for those who are not in a hurry, would not be at all tedious or tiresome. We had decided to make our permanent camp at Camp Alexander, and Clark and myself immediately prepared tackle, and leaving Corduroy to build a fire, and Denny and George to prepare the camp, Joe to get supper and the captain to supervise the various operations, we proceeded to test the stream. Our efforts to delude the trout were unsuccessful until just as the call to supper came, when a fine fish rose to my minnow, and notwithstanding our long fast and weak breakfast, a call for the landing net brought the entire party to the spot, forgetful of supper, and after a struggle of some ten minutes, which excited the entire party, including guides as much as myself, and during which various and conflicting opinions were volunteered as to how best to effect the capture, a beauty of a three-pounder was landed, the g. m. manipulating the net, and we returned to the tent to make a hearty meal of bread, canned beef and coffee, and while the variety was not

great, the anticipations aroused by a sight of the trout which were laid out where we could feast our eyes on them, made it superior, even to the banquet at the Leland. After supper, although growing dark, we tackled the stream again. I soon gave up on account of the darkness, but Clark persevered, and a few moments later, in response to a shout, we hurried to the stream, and the g. m. again dipped out a fine fish that did not resemble a trout in shape and which when taken to the firelight, proved to be a "wall eye," or as it is called in Ontario—a pickerel of something over four pounds. I remark here, parenthetically, that it was a matter of surprise to us that the Ontario game law should protect that fresh water shark, the pirate that destroys innumerable game fish, until we learned that what is called a "pickerel" in Ontario is known as a wall eye pike with us.

After Clark had told a story of catching trout in the Gunnison by the light of fires built on the bank. Dorsey of the four wagon loads of ducks that he had killed in a couple of hours at——, Clancy of the prairie chicken he had killed with "his gun" at a distance of 178 yards and seventeen inches, and offered to prove it by Jack Ward, I felt emboldened to tell of the huge "muskelungeh," 63 inches long, weighing 57 pounds, which dragged me through the water the entire length of a mill pond on the Upper Iowa river, and which I only finally captured when it ran a couple of rods out of water on a sand bar. Before I had finished the guides were my only auditors, and snores that reached my ears from the tent testified to the fatigue of my companions. After the comment from Joe that it was a "heap big fish," the guides retired to their tent which was pitched some dozen rods away, and I was left to enjoy in solitude the huge camp fire, and enjoy it I did for half the night, living over again my boyhood's days, and seeing in the bright embers many a long forgotten exploit of the days when the water was almost my native element, the music of the rapid, the smell of the resinous wood and the beauty of a perfect night, all contributing to my contentment and making a scene long to be remembered. It was with a sigh of regret that, Joe's wood pile being exhausted, I finally prepared to retire to a couch of fragrant pine boughs. Just before lying down, I remembered a story told by one of the C. P. boys at Fort William, of how a bear had invaded their camp one night, taking possession of the tent and making sad havoc with their stores, and as the Winchester had not been discharged for several years, I decided to make sure that it was in good working order. I discovered that it was and also the effect it had on the guides, for before the echoes of the report had died away

they were all at hand, eager to learn the cause of alarm and examine the gun.

In the grey dawn of the next morning I found myself to be the first one stirring, and remembering the experience of the night before, I shot the rifle again, and again the four Indians were on hand before I could lay it away. At any time during our stay, all that was necessary to wake the Indians was to shoot a gun. The effect on the balance of the party was not quite so instantaneous, and it was only after breakfast was announced that the g. m. appeared. Joe had been selected as cook and he prepared breakfast while Michel fondled the rifle, Denny went to examine the snares set for rabbits the evening before and George got the traps in readiness for a trip to Cameron's pool, some two miles away in reality, but as our experience proved, nearer ten, if the difficulties of the way are to be considered. I pass over without comment my own feeling of exhilaration, which I believe was shared by all, this first morning in camp—the beauty of the sun rise, the picturesque surroundings, even the refusal of Corduroy to eat any fish for breakfast for fear he would not be able to distinguish the pike from the trout—but will endeavor to briefly describe our location. Camp Alexandar is a narrow point of land, perhaps some three hundred feet in width at its base, extending some six hundred feet almost due north and averaging some thirty to forty feet above the level of the river on the upper side; opposite the point a rocky bluff that Clark and I found almost impassable, rises some hundred and fifty feet, and between the point and the bluff the river, which I should think averages seventy-five or a hundred yards in width and at least five or six in depth, narrows to not more than a hundred and twenty feet and falls about eight feet in a couple of rods, the current broken and distorted by huge boulders. Above, the river sweeps down over a rapid a mile or more long, broad and comparatively shallow, its course nearly south, into a pool almost large enough to be dignified by the title of lake and in which the course of the river is completely reversed. This pool, as well as the one below the point, is apparently very deep, though we had nothing with which we could make satisfactory soundings. In many places near the shore, where the bottom could be seen, it was ten feet or more. Our tent was pitched about midway of the point and we were lulled to sleep each evening by the music of the rapid. The situation was one of unusual beauty and it was fully appreciated by the g. m. as well as by the foreigners. One of the regrets of the trip is, that through a defect in the "Hawkeye," whether

caused by Cooper's kick or not deponent sayeth not, every negative proved to be worthless, and the only views we have are those retained by memory. Had it not been for this defect, Barbarian Ward of the G. N., would have known before this time exactly how he looked when he had Clancy cornered against the railing at the N. P. depot in Grand Forks, and could have appreciated, as we did at the time, the hopeless misery depicted on the countenance of the latter as he heard his arms drop "with a dull, sickening thud," to the level of the track beneath. Leaving Michel and George in charge of the camp, the party accompanied by Denny and Joe, were ferried across the upper pool. Corduroy immediately on landing built a fire, and we then started on the weary tramp to Cameron's. I soon became discouraged trying to force my way through the tangled brush and started for the river, which I reached a short distance above the point of landing. It was broad, the current so strong that it was with difficulty that a person could stand, and seemed to be shallow enough so that I could wade without trouble, and I accordingly undertook it. The water seemed fairly alive with small trout from six to ten inches long, and without stopping to fish, I took a number that would ordinarily be considered fine ones and two or three that would weigh close to two pounds. I soon found, though, that the idea of wading and keeping dry with hip boots was a delusion and a snare. The water was about two feet deep along the shore, but the current was so rapid that it was with difficulty that I could make any headway, and I had hardly stepped in the water before it splashed over my boots, and they were soon full, and between stepping into occasional deep places and floundering along against the current, I was wet to the waist in a very short time. It was only after an hour's hard work that I arrived at the head of the rapid, not more than a mile from where I entered the water. There I found a driftwood dam, below which were several likely looking bits of water, and that the appearance was not deceptive was demonstrated by the first cast, for a magnificent trout took my minnow, but in my excitement and eagerness to land what I thought would be the finest fish yet hooked, I lost it. The next cast in the same pool brought to the surface what appeared to be a whale, but he would none of my bait, and repeated casts failed to bring any further result. Another pool close by yielded a fine three pounder, and warned by the first disappointment, I treated him gently and soon had him in my net. A few moments later I returned to the first pool, and hardly had the hook touched

the water before up came my whale, but as before, for examination only, and not for business. Repeated casts failed to bring him to the surface and I again left the pool, returning a few moments later with the same result. I staid with that fish until two o'clock and tempted him with every sort of bait that my ingenuity could devise or the circumstances would permit, but all to no purpose; he would not touch my hook, although he would rise to the first cast every time I returned to the pool. A dozen times I started away determined not to go back, but as many times was tempted to try just once more, until on the last return I stepped on a wet stone and made an involuntary visit to his home. A log projecting from the drift prevented me from learning the depth of the pool, but I discovered that the temperature of the water was considerably lower than when it trickled, a little at a time, down my boot leg. The bath settled the question, and tired, wet and hungry, but in good spirits withal, I made the best of my way to Cameron's, where I found a good fire, the result of Corduroy's labor, the remnants of a lunch and plenty of hot coffee, but, alas, I also found that my expectation of showing the finest fish was blasted, for Clark had landed a five-pounder and had a half dozen more as good as my best one, nor would the villains listen to any story of the one that I didn't get and which was at least a couple of pounds better than Clark's best. We took three or four more nice ones from Cameron's pool and then for "home," as the camp was already called. I could not resist the temptation to make a detour to the head of the rapids and have another try for the big trout that had so beguiled me in the morning, particularly as I now had some live minnows, thanks to Joe, but although I patiently and perseveringly toiled, I did not get sight of him again and concluded that, resenting my intrusion of the morning, he had changed his habitation. I did get a couple of nice ones, though.

Arriving at the landing we halloosed for Captain Michel to bring the canoe, and while waiting for him Corduroy built a fire and explained a scheme he had devised to get even with the captain, which was to flatter his skill as a canoeist and persuade him to run the rapids at Alexander. "You see," he explained, "he will either strike a rock and go to the happy hunting grounds real quick, or he will upset and go by the water route before we can help him out; and in either case, we will be rid of him." On the way across the matter was suggested to Michel and he readily agreed to undertake it. "To-night?" was asked by Corduroy.

Capt.—I got no good canoe to-night.

Cor.—What's the matter with this one?

Capt.—This Denny's canoe.

Cor.—I thought this was your canoe?

Capt.—No; this Denny's.

G. M.—Didn't you tell us down at Nepigon that this was your canoe?

Capt.—Mebby so.

G. M.—You ——— ———, you lied to us, did you?

Capt.—I guess so.

Cor.—What's the matter with the other canoe?

Is that yours?

Capt.—Yes, dat my canoe; but he leak heap to run rapids; I go home get good canoe, den run rapids.

Cor.—When?

Capt.—Mebby so, to-night.

G. M.—Well, you can just go to-night and go to town for us, too.

And so it was arranged for the captain to take some fish to town to send home and get some additional supplies and another canoe.

An investigation on our return to camp, proved conclusively that Michel did not go without a taste of fire-water, because he did not try to get it and that he had used considerable ingenuity to remove the seal devised by the g. m. to protect it in our absence. He was called up and solemnly warned of the consequences in case of any further attempt upon our reserves, and so far as we could discover the warning proved effective. In fact, Michel, after he had fully recovered from the effects of his Sunday spree, proved to be an excellent guide, and by long odds the most expert canoeist in the party.

Michel was dispatched to town that evening as arranged, with a dozen of the finest trout, though he proposed sending Joe and George, and when his suggestion was summarily vetoed by the g. m., delayed starting as long as possible, with the evident intention of waiting until we were asleep and then sending the boys.

The next morning while Joe was preparing breakfast, Denny came in with another rabbit for their boullion, which they pronounced "boo'-yong," omitting the sound of "l" and giving the "yong" an indescribable nasal twang. I have but three regrets connected with the entire trip. One has already been noted in the failure of the camera; the second that I failed to sample the boullion. It was made by putting into a pot with plenty of water, fish, bacon, rabbit, scraps of canned beef, potatoes, dough and anything and everything else that could be had; in fact, nothing seemed to come amiss; when co'd it formed a jelly-like mass that seemed to be highly appreciated by them, and Joe never failed to carry a good

sized chunk with him whenever he left camp. This boullion and bread baked by themselves in a frying pan, formed the bill of fare for the Indians, though I noticed that although they wanted flour instead of bread provided for them, they did not fail to most effectively "clean up" anything left by us. In fact, their capacity for food seemed to be unlimited. The evening before we broke camp, a party on the way down the river camped near us and among their guides was one of Michel's innumerable relatives, this time a cousin. Visiting our neighbors after supper, I was somewhat surprised to find Denny enjoying a hearty meal with their guides, and on expressing some astonishment, he said: "I just eat a little wid my little cosen," the "little cosen" being a man double the avoirdupois of Denny, who is a slight built fellow weighing not more than 140 and who within the previous thirty minutes had eaten a hearty supper and assisted in finishing up what remained of our stores, including four three-pound cans of beef.

The second morning we decided to go to the upper end of the long portage, and leaving Michel in charge of the camp and to rest after his night trip to town, we crossed the lower pool; and Denny and George taking the canoe and Joe the balance of the accoutrements except the rods, which could be trusted to no one but the fishermen themselves, we started across the hills and through the brush. On again arriving at the river, the beautiful expanse of Lake Jessie greeted our eyes, and in a few moments Corduroy had a fire blazing. At the foot of this lake is another of the many beautiful little falls, the stream being divided by a rocky islet, the main portion of the river east of the island dropping half a dozen feet over a mass of broken rocks, making a picturesque scene of which three exposures were made with the "Hawkeye," but which developed nothing. The smaller branch formed a strong but comparatively smooth rapid on the west side, and while I was testing the eddies along the shore, Clark, Clancy and the g. m., who by this time had all been rechristened by Denny as "Nas-kos dis-ket," "Wa-tank-ne-be" and "Ne-bosh-ket," which being interpreted is, "the man who kicks hard," "the little man afraid of the water" and "the man who sleeps," were taken over to the island; an eddy close under the shore at its head seeming to offer an excellent place to capture the "mush-a-ma-gas." Failure attended their efforts, however, and they went across to the east side, leaving the fire that the forethought of Corduroy had provided on the island as an indication to me that they had stopped there. Notwithstanding their failure, I

determined to try there, and whipped the eddy unsuccessfully for some time. A pipe of "kinnikinnick" gave me an inspiration, and replacing the fly with a phantom and adding a couple of buck shot to the leader, I threw the minnow as far out as I could and right into the boiling, tumbling water at the foot of the fall. As a result, I had a fight on my hands immediately, for the hook was taken by one of the gamest fish that it has ever been my lot to capture. Just as he had about thirty yards of line out and I had succeeded in checking his first mad rush, the reel dropped off the rod and into the stream ten feet below where I stood. A cold chill ran down my spine and I gave the fish up as lost, but resolved to make a vigorous effort at least, and sliding down the precipitous rock on which I stood, into three feet of water, I succeeded in not only replacing the reel, but that without having given the fish any slack line, and a few moments later, in the absence of a landing net, the robbers who had left me having taken them all, I guided him into a little rock enclosure that had been built by some previous fishermen and he was soon lying on the grass beside me, within a few ounces of four pounds in weight. Treating myself to a rest and another pipe, a second cast brought another, and so with a third and fourth, the result being four fish that as they laid side by side were duplicates in every respect so far as the eye could determine.

The fifth cast caught a boulder, and the most patient effort failing to release it, I left the phantom, the last one I possessed, on the rocks. Nothing else that I could devise pleased the fastidious taste of the fish for a long time, but finally a bit of fin was taken by a monster with whom I struggled for half an hour, but all my efforts to induce him to enter the stone enclosure were futile and I was obliged to call for assistance, when Denny and Joe came over with a net and took him in—a fish weighing a little over five pounds and twenty one and three-fourth inches long. Hunger reminding us that it was past meridian, and feeling well satisfied with my success, I crossed over and found that "We-tank-ne-be" had a roaring fire, Joe had the coffee pot boiling and that the boys had also secured some fine fish, among them a couple of five pounders to Clark's rod. After lunch the three again deserted me, leaving Denny and Joe with me. Nothing rewarding my efforts here, I soon followed them, the trail being over a range of high bluffs some two hundred and fifty or three hundred feet above the water. I remember a particularly fine view from the rocky point where the lake above and the course of the stream for a long distance below was spread before me as in a panorama. On

this headland I "snapped" Denny and Joe and promised them a picture after I had reached home, but alas, for my reputation for truthfulness, they did not get the pictures. I found on this point and at several other places, ample evidence of the predilection of the "man afraid of the water" for building fires. No halt was made, however brief, but he immediately "built a fire," and no persuasion, threat or bribe was of the slightest avail in inducing him to desist. On my arrival at Cameron's, I found another fire and that another five pound trout had been added to the score, together with several a trifle smaller. On the whole, this pool proved the best fishing for us. By the time I had made several "snap shots" of the rapid above the pool, by far the finest that we saw, it was time to start for home. The rapid here, or fall, as it perhaps should be called, drops some sixty feet in as many yards, the roar of the angry water being almost deafening and precluding any conversation, unless some distance away. The tumultuous flood here, as in other places, is broken by huge boulders, and the spray dashed forty feet in the air. On arrival at camp we found that the captain had been amusing himself in his own way, and of a box of rifle cartridges only fifty empty shells remained. He had shot at everything in sight and hit nothing and concluded that the rifle was "heap no good." In fact, all four of our guides seemed to be very poor marksmen. I hunted up more cartridges and calling Michel's attention to a stump across the pool some 1,200 feet distant, shot at it. On seeing the splinters fly, his opinion of the gun underwent an immediate change and he wanted to know "what you take for him?" Upon being informed, he concluded not to take it for part payment for his valuable services.

Just as the sun was dropping behind the mountain west of the lower pool, Corduroy suggested that there was no time like the present for the captain to carry out the proposed plan of shooting the rapid, and expressed his belief that if he could not shoot the rapid any better than he could a rifle, he had better prepare by making a vigorous appeal to "Gitche Manitou" for aid. Michel seemed to be unable to determine whether "fraid of the water" was in earnest or not, but thought the matter should be postponed until we were ready to break camp. In fact, Michel was ready to postpone anything but eating; and the more effort required, the more vigorous his plea for postponement. It is my opinion that he could easily have been persuaded to attempt the rapid and further that he would have made the attempt successfully. It would have been a hazardous experiment, though, for if he

had made the attempt and been thrown against one of the rocks, the relentless force of the water would have crushed the life out of him as certainly as it would crush an egg shell; while, if missing the rocks, the canoe should capsize, it would probably mean death in that icy water before aid could be given.

Of this day's catch, fifteen fish were laid out to send to Iowa, and the fifteen dressed weighed forty-five pounds. They were a string of beauties that were well worth travelling a thousand miles to catch. About this time Denny concluded that the name of "Get-a-mis-ket," which he had applied to me, was not exactly correct, and I was labeled "Man-dot e-nin ry," or "big Ingin." I am at a loss to know what prompted him to make the change, but am certain that it could not have been from any change in my manner caused by having landed a trout that was a quarter of an inch longer than any that had been caught up to this time, as the less fortunate gentlemen jealously insinuated.

The next morning Michel went to town, Denny was home guard and George and Joe accompanied the fishermen, who by a unanimous vote decided to return to the scene of the previous day's successes. The day proved a repetition of the day before, except that not so many fish were taken, owing to a dearth of bait that the fish would take. Our artificial minnows were all in the bottom of the river; the fish would not look at a spoon, and it was almost impossible to get live minnows. Flies were useless and an artificial grasshopper proved entirely too artificial to be of any use, though a couple of small live ones that I had captured brought two nice trout to basket. Clark and myself, after much trial and tribulation, caught two small frogs, which were placed in his haversack for safe keeping, and they were confidently expected to furnish at least a brace of fish; but when we were ready to use them they were not to be found, and it is still a mystery as to what became of them. Wa-tank-ne-be accused Joe of purloining them for his bouillon, but the charge was vigorously denied. It is also still a question with us as to whether live frogs are good trout bait. Joe found a few worms, which proved fairly useful at Cameron's, but at no other place were they of the slightest avail, and our principal source of bait supply was the dead minnows taken from the trout caught. The biggest fish of the trip was landed by Clark at Cameron's with a worm, it being a little larger than my prize trout. On the return I again tried the rapid at the head of the island, and with a fin caught two handsome trout of three pounds each, one of them being the prettiest fish that I ever saw. The

abdomen was bright gold, shading into red on the lower part of the sides, the upper part and back being much darker than usual, while the spots were extremely bright. On the edge of the tail and each fin was a narrow stripe of pure white, then a red and gold stripe followed by one almost black, making a border some three-eighths of an inch in width. I supposed that it was a different variety of trout, but Denny informed us that the males were all so marked during the spawning season and that the bright colors would all fade out soon. They faded slightly during the afternoon, but when I last saw the fish two days later at Winnipeg, they were plainly distinguishable and the border on the fins and tail seemed as bright as when it was first taken from the water. The third and last regret of the trip, is that I did not preserve the skin of this fish for mounting. On the way back to camp a council was held, and it was determined to break camp and start home the next morning, all of the party except the g. m. being anxious to get home, an additional reason being that our supply of baits that the fish would take were entirely exhausted. The last night in "Camp Jack," so named in honor of big Jack Dunnell of Winnipeg, whose reputation for kindness and generosity is only excelled by his zeal in demolishing his enemies, particularly if they appear in the form of a water pitcher—and thereby hangs a tale. During the strike of the conductors and brakemen on the C. P. in the early part of '92, Big Jack was one of the most earnest in support of the cause of the men, and during his waking hours was careful to keep both tongue and temper within bounds; but retiring late one evening, worn out by the labors and vexations of the day, his sleep was troubled, and he imagined that one of his nearest friends was just preparing to take a striker's place. This was too much, and springing from his bed, Jack aimed a blow at the whilom friend that demolished both water pitcher and bowl, and by the time other startled inmates of the house arrived on the scene the cold water with the scanty attire and the thermometer 35° below zero had brought Jack to a realizing sense of his surroundings; and his explanation was so lame that but for his well known sobriety he would have been accused of imbibing too much.

Jack has recently joined a curling club, and owing to vigorous practice can "soop'er up, mon, wi' the canniest o' Scotties." He carried his first day's practice to bed with him, though, and a portion of his expertness is owing to practice in his sleep in the hall of his boarding house with a domestic utensil that somewhat resembles a curling "stane."

While Joe was preparing the last supper in camp, the g. m. suggested that a club be formed with a membership limited to the four present. The motion was carried unanimously and Denny was called upon to provide a name. He suggested a number and the choice, in view of the fact that it was a party of railroad men, fell upon "Es-ko-tao-ta pan,"\* a literal translation of which is a "railroad train." This "sounded" well to all, and notwithstanding its slightly incongruous meaning, a suggestion from Corduroy to change it was hooted down with derision.

The g. m. next proposed a bumper to the "Es-ko-tao-ta-pan" Fishing Club," which was drank with enthusiasm by the three remaining outside, I having retired to the tent to engage in a struggle with wet and refractory waders, and when the g. m. handed me a cup holding nearly half a pint filled with some kind of liquid, I innocently accepted his assurance that it was nearly all water, and to this day I have never realized that it was anything else. After the supper table had been cleared and the moon began to show above the mountains, Wa-tank-ne-be suggested to Michel that the time had now arrived for him to run the rapid, but upon his making some show of dissent, it was voted to forgive him and remit the punishment in view of his evident repentance and recent good behavior, though Corduroy bewailed the loss of so inspiring a sight to such an extent that I offered to run the rapid myself if Michel did not feel like accompanying me. My willingness to make a hero out of myself was immediately imputed to the bumper that Dorsey had deceived me into taking, yet its effect had not been so complete but that I remembered before making the proposal that both canoes were at the upper end of the long portage, over two miles away.

The guides were dispatched for the canoes and the fishermen retired to rest. The last night in the camp was passed without incident and the ride down the river in the morning was a pleasant one, another visit being made to Captain Michel's home, and an attempt made to obtain negatives of Denny's son and his grandmother, Master Henry and Madame Louise, and a team of "husky" dogs. On the way down George informed us that the Dominion government had commenced cutting a road over the mountains, the objective point being Lake Nepigon, but that owing to the many difficulties the work had been suspended. While

\*I do not know whether this orthography is correct or not, in fact I have spelled "fonetically" all the Indian words that I have used, simply endeavoring to represent the sounds given them by the Indians as nearly as possible.

such a road would undoubtedly be of great benefit to the Hudson Bay company, it is to be hoped by all lovers of sport that the suspension will continue indefinitely and the Nepigon country be left as now, a virgin and trackless forest with the exception of the Indian trails.

On our arrival at the foot of the lake, Clancy's desire to see some one run a rapid was gratified, for both canoes were headed for the middle of the stream instead of landing and were literally shot out of the lake with the torrent of water. This rapid is unbroken by boulders, but the volume of water is very large, the river being then unusually high and the current under the bridge must run at the rate of at least twenty miles per hour, rapid and rough enough when the frail character of the canoes is considered to make the ride an exciting one for landsmen, but "the man afraid of the water," seeing perhaps the futility of any remonstrance, imitated the historical stoicism of the red man, and without a murmur from him, we swept down over the boiling, eddying water, past the frowning bluffs and were safely landed at the old post of Red Rock. Before finally leaving Nepigon, I wish to acknowledge, with the sincere thanks of every member of the party, the many kindnesses and courtesies we received at the hands of that genial gentleman and royal good fellow, Fishery Overseer McKirdy. We were indebted to him for many favors in the way of advice and assistance, without which we would have fared badly in the way of an outfit owing to our ignorance of what was needed; and, by the way, any one going up the Nepigon river will find a supply of everything needful at Nepigon and at prices that make it cheaper to procure them there than to attempt to provide before starting. One of the pleasures of a repetition of the trip will be to meet McKirdy again. Long may he live to aid and relieve such distressed and forlorn pilgrims as the "foreigners" and their Manitoban director general.

We arrived at Winnipeg on our return Saturday, and the irrepressible Fahey was on hand with a suggestion for a ride. We were shown the town and then taken to the south side of the river, visiting St. Boniface Cathedral and cemetery, where repose the mortal remains of the late Louis Reil, who was a protégé and pupil of Archbishop Taché, with whom we enjoyed an extremely pleasant visit. The father of the Archbishop was one of the notable men in the early history and settlement of Eastern Canada, and his son is as well known as one of the pioneer missionaries of the west, coming to the Hudson Bay post of Fort Garry nearly sixty years ago, when the only mode of conveyance was, as he expressed it, by

"birzh bark can-oe" in summer and dog sledge in winter. We were shown many relics of frontier life and found his library filled with ancient and rare books, beautiful and quaint, many of them priceless in value, and connected with each was some little history or reminiscence which the genial old Frenchman related to us.

Returning past the old gate-way, all that is left of the old fort, we were taken to St. John's Cathedral, where in the absence of the bishop we were entertained by Dean Grisdell and shown the old records of the church from the date of the earliest settlement. In one of the registers, as a witness to a marriage between a "voyageur" and a "half-breed" woman, appeared the signature of Sir John Franklin.

When ready to return we discovered that one of the carriages had disappeared and it brought from Fahey the exclamation that it was just his luck and he was certain we could not get safely home without a runaway. A little search revealed the fact that the team had broken loose, ran a few yards to the river, plunged down a steep bank and were finally stopped by a bog on the edge of the stream. No material damage had been done and Joe congratulated himself on its being the luckiest runaway he had ever experienced.

The next morning we bade Winnipeg friends adieu and, accompanied by the g. m., started for North Dakota prairies to capture a few chickens. Ten hours driving over the vicinity of Grafton convinced us that we were wasting time trying to find chickens there, and after an all night's ride on a freight train, which ditched a few cars by way of variety, we reached Grand Forks too late in the morning to make any connection. Here the g. m. left us, and taking a Northern Pacific train in the evening, twenty-seven hours later, found us at Cedar Rapids, where "fraid of the water" left us for his home on the banks of the Cuyahoga, and refreshed beyond measure by the outing and with a firm resolution to hold a meeting of the "Es-ko-tao-ta-pan Fishing Club" at Camp Alexander next season, the daily routine of labor was resumed.

W. P. D.

#### Modern Submarine Torpedo Boats.

No submarine boat yet built has fully reached the required standard, but a few have given much promise, and excited great hope of development into a high degree of effectiveness. Chief among these is the French boat "Gymnote," designed by Naval Constructor Zede, a steel, cigar-shaped, propeller vessel, driven by electricity, and carrying an outside torpedo to be exploded by an electric current sent from the boat. This vessel has made eleven miles an hour when fully submerged, and has remained continuously under water for eight hours. A reflection of whatever is upon the surface in the vicinity of the submerged boat is carried down through a kind of telescope, and enables the operators to handle the vessel as readily and intelligently as if they themselves were upon the surface. For the present the French authorities are keeping the boat as secret as possible. How serviceable the boat would be in actual warfare, cannot yet be even guessed.

A submarine boat invented by Lieutenant Peral, of the Spanish navy, has been tested at Cadiz with good results. This vessel is also cigar-shaped, and is propelled by twin screws driven by electricity. The torpedo used is of the Whitehead pattern, which by internal machinery propels itself toward the object at which it is directed, and is exploded when it strikes. The "Peral" has made six miles an hour, and has remained submerged for as much as three hours and a half. How it is made, and how it works, have not been told.

Before the recent construction of the Gymnote and Peral, the Nordenfolt boat, designed by the inventor of a noted machine-gun, was considered the most promising. This boat is rounded at the center, with the ends tapering to upright wedges. It is propelled by a screw driven by a steam engine. It is submerged and raised by taking in or forcing out water ballast, and its sinking or rising is aided by upright screws. Flat rudders at the bow prevent the dipping of stem or stern. The boat, in its latest form, has shown great seaworthiness, and when submerged has reached a speed of over twelve miles an hour. Though depending upon the natural supply of air, the boat is able to remain a long time under water without coming to the surface. The torpedo used is the Whitehead, already mentioned.

Lieutenant Hovgaard, of the Danish navy, is the designer of a boat intended to be propelled by electricity when submerged, and by steam upon the surface. Its submerging and descending are governed by upright propellers with a thrusting motion. It is meant for a long stay under water, and its mechanism is to be largely self-acting,—an important safeguard against a sudden and fatal plunge to the bottom.

An English boat, the invention of a civil engineer named Ash, differs from others in being so made as to sink, so long as the downward motion is not arrested by the pushing out of metal cylinders arranged in a row on each side of the boat and charged with compressed air. This cylinder arrangement is remarkably simple and ingenious, but actual trials of the boat have not been encouraging.

The "Peacemaker" is an American boat, designed by a resident of San Francisco, named Tuck. Its shape is that of an elongated oval. The motive-power is steam, the boiler being heated by a coal fire while on the surface, and by caustic soda after submergence. The means of descent and ascent are of an ordinary kind; namely, water ballast and side rudders. Compressed air, purified by chemical process, is supplied to the crew. Two buoyant torpedoes, coupled together, are floated under the keel of the ship to be destroyed, and magnets are attached to them to make them hold to the steel plates. They are then exploded by an electric current from the boat. In an actual river trial at New York, this boat has made eight miles per hour, and has remained below the surface for half an hour.

Senhor Barboza de Souza, of Pernambuco in Brazil, has sought to lessen the consequences of accident or disaster by making the bow and stern sections of a boat detachable from the amidship section, so that they, or either of them, may be

cast off in case of entanglement or injury, leaving behind a still perfect and fully equipped submarine vessel.

So far as can be determined upon present information, no submarine torpedo-boat has yet been built or planned that would completely meet the requirements of actual warfare. That such boats will be plentiful within a few years seems, however, almost a certainty. This conclusion few would doubt in the presence of the Nordenfolt boat, to take a particular example. And the destruction of a single large war-ship by a submarine boat would spread demoralization through the navies of the world. After the blowing up of the Housatonic, the fine steam-frigate "Wabash," armed with powerful guns, and having a disciplined crew of seven hundred men, fled in ludicrous confusion from one of the clumsy little Confederate divers—officers and seamen alike terror-stricken till safety was assured by distance. Naval power would be paralyzed till means should be found to neutralize the mischief of the unseen and unknown adversary, and it might be that naval warfare would be transferred for a time beneath the surface of the sea.—*February St. Nicholas.*

### The Sweat-Shop.

The sweat-shop is a place, where separate from the tailor-shop or clothing warehouse, a "sweater" (middleman) assembles journeymen tailors and needle-women, to work under his supervision. He takes a cheap room outside the dear and crowded business centre, and within the neighborhood where the work people live. Thus is rent saved to the employer, and time and travel to the employed. The men can do work more hours than was possible under the centralized system, and their wives and children can help, especially when, as is often done, the garments are taken home to "finish." (Even the very young can pull out basting threads.) This "finishing" is what remains undone after the machine has done its work, and consists of "felling" the waist and leg ends of trousers (paid at one and one-half cents a pair), and in short, all the "felling" necessary on every garment of any kind. For this service, at the prices paid, they can not earn more than from twenty-five to forty cents a day, and the work is largely done by Italian, Polish and Bohemian women and girls.

The entire number of persons employed in these vocations may be stated at 5,000 men (of whom 800 are Jews), and from 20,000 to 23,000 women and children. The wages are reckoned by "piece work," and (outside of the "finishing," run about as follows:

Girls, hand-sewers, earn nothing for the first month, and then as unskilled workers they get \$1 to \$1.50 a week, \$3 a week, and (as skilled workers) \$6 a week. The first-named class constitutes fifty per cent of all, the second thirty per cent, and the last twenty per cent. In the general work men are only employed to do button holing and pressing, and their earnings are as follows: "Pressers," \$8 to \$12 a week; "underpressers," \$4 to \$7. Cloak operators earn \$8 to \$12 a week. Four-fifths of the sewing machines are furnished by the "sweaters" (middlemen); also needles, thread and wax.—*Scribner's Magazine.*



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

Dear readers of the Ladies' Department: I am very glad to put before you the letters following in our columns this month. It shows the growing interest in our journal, and a unity of purpose that is delightful to the heart of

THE EDITOR.

MARION, IOWA, January, 1893.

*Editor Ladies' Department:*

The old year has gone; nothing remains of it but the memories sad and sweet, and the experience we have gained by contact with our fellow-men. Many of us, doubtless, have cause to regret countless things we have done, words we have spoken, or things we have left undone that would have made some one happier or better if we had done them.

Among other resolves I have made for the new year is, that I will write at least one letter for our department in THE CONDUCTOR, and I hope each of the sisters who sees this will follow my example. What an interesting and instructive page we might have if each one of them would write even one letter in her best style, if it were only to give her opinion on some topic of general interest to women! And right here occurs the thought that it would be infinitely more interesting if each one of the writers would sign her own name, and not hide her identity in "Irene," "Conductor's Wife," and other names of like character. Why not Mrs. Jno. James, or Mrs. Ella Cole, perhaps, and then would not some sister in a far off state who knew Mrs. James when she left her home and joined her fortunes with those of "one of the boys," and went with him to share the fortunes of a railroad man's life, feel like sitting down and writing a long letter to her old friend, or may be writing one for the journal, in which many pleasant incidents of their life were recounted for the benefit of the sisters?

Perhaps that one little thing would be product-

ive of great results in the way I have suggested. My husband has been a railroad man for twenty-six years, and in the course of that time we have moved several times, and I have been called upon to part with some very dear friends. Many times I have looked through the magazine, hoping to see the names of Mrs. Geo. Yetts, Mrs. James Twombly, Mrs. Alma Austin, Mrs. Ida Ward, Mrs. Mate Markle, Mrs. Helen Miller and countless others whose husbands and mine worked together on the different roads, but am each time disappointed.

One thing that presents this more forcibly to my mind than any other is the fact that I am not only acquainted with Mrs. N. D. Hahn, the editress of our department, but many and interesting are the discussions she and I have on the subjects so near our hearts, viz: the railroad men, their work, their grievances, triumphs, etc.

Interesting as the department must be to you all, do you not think it is much more so to me, being, as I am, on such intimate terms with the "power behind the desk," who each month gives us a department surpassed by none. Each month I have the *Engineer's, Firemen's and Switchmen's Journal*.

One thing I do not like about the letters is the constant re-hashing of that worn out and altogether useless question, "How to Manage a Husband." I have no patience at all with writers on the subject. To my mind the more essential thing is "How to Manage our Children," for if we bring them up right, with clearly defined ideas of right and wrong, good morals, appetites for good reading, and good company, will they not, in all probability, make good husbands, who need no managing?

I have three boys, aged twenty-two, seventeen and fifteen—all good boys—and my aim is to bring them up so that when they marry they will be husbands who need no managing, who will

make good husbands under all circumstances, regardless of their wife's failing, but maybe she won't have any, such as fault-finding, and one whose children will not have to pray for some one to make a club or society to take care of philanthropists' families while the mother goes to the prison to help trim the prisoners' Xmas tree, and make papa wish he was a jail bird, too, like the following depicts :

## OUR CHRISTMAS.

We didn't have much of a Christmas,  
My papa and Rosie and me,  
For mamma 'd gone out to the prison  
To trim up the poor prisoners' tree ;  
And Ethel, my big grown-up sister,  
Was down at the 'sylum all day,  
To help at the great turkey dinner,  
And teach games for the orphans to play.  
She belongs to a club of young ladies  
With a "beautiful object," they say,  
'Tis to go among poor lonesome children  
And make all their sad hearts more gay.

And auntie—you don't know my auntie?  
(She's my own papa's half sister Kate)  
She was 'bliged to be round at the chapel  
Till 'twas—oh, some time dreadfully late;  
For she pities the poor, worn-out curate,  
His burdens, she says, are so great;  
So she 'ranges the flowers and the music;  
And he goes home around by our gate.  
I should think this way *must* be the longest,  
But then I suppose he knows best,  
Aunt Kate says he intones most splendid,  
And his name is Vane Algernon West.

My papa had bought a big turkey,  
And had it sent home Christmas Eve;  
But there wasn't a soul here to cook it;  
You see, Bridget threatened to leave  
If she couldn't go off with her cousin  
(He doesn't look like her one bit);  
She says she belongs to a "union,"  
And the union won't let her "submit."  
So we ate bread and milk for our dinner,  
And some raisins and candy, and then  
Rose and me went down to the pantry  
To look at the turkey again.

Papa said he would take us out riding;  
Then he thought that he didn't quite dare,  
For Rosie'd got cold and kept coughing,  
There was dampness and chills in the air.  
Oh, the day was so long and so lonesome !  
And our papa was lonesome as we;  
And the parlor was dreary—no sunshine,  
And all the sweet roses—the tea  
And the red ones—and ferns and carnations,

That have made our bay-window so bright,  
Mamma'd picked for the men at the prison,  
To make their bad hearts pure and white.

And we all sat up close to the window,  
Rose and me on our papa's two knees,  
And we counted the dear little birdie—

That were hopping about on the trees.

Rosie wanted to be a brown sparrow,

But I thought I would rather by far,

Be a robin that flies away winters

Where the sunshine and gay blossoms are.

And papa wished he was a jail bird,

'Cause he thought that they fared the best,

But we all were real glad we weren't turkeys,

For then we'd been killed with the rest.

That night I put into my prayers—

"Dear God, we've been lonesome to-day,

For mamma, aunt, Ethel and Bridget,

*Every one of them* all went away—

Won't you please make a club, or society,

'Fore it's time for next Christmas to be,

To take care of philanthropists' families—

Like papa and Rosie and me?"

And I think that my papa's grown pious,

For he listened as still as a mouse,

Till I got to "Amen," then he said it

So it sounded all over the house.

—*Julia Anna Wolcott in Engineer's Journal.*

I am a conductor's wife but do not belong to the Auxiliary, as there is none here. I wish it was so we could have one, but I sign myself "Sister," just the same, as I have a very warm place in my heart for all railroad people.

MRS. JENNIE BELL,

Marion, Iowa.

## Editor Ladies' Department:

I would like to say a few words through your columns to distant Sisters, thinking, perhaps, they would be pleased to hear how Benevolent Division, No. 17, is progressing.

We were very much disappointed on our last meeting day, the weather was so inclement no one could get out—a regular blizzard, at times—could not see across the street. That was the day set for election of officers, so of course we had to ask for special dispensation of our Grand President, which, we are in hopes, will arrive in time for our next meeting, which is the third Wednesday, Dec. 21st.

We have taken in several new member; have also lost several by moving to other parts. We have now the names of three who wish to join us. We are in hopes in the next year to improve in many ways. I was asked the question which I would like some of the Sisters to answer. It was

this : What do you expect the Auxiliary to amount to? My answer was : Just what we make it. If we wish to build up we must work ; always be at our post if possible. There will be no building up if one or more stays at home, leaves the work for the few who will. Let all have something to do or say. So far, *we* have done well, a very good turnout on every meeting day ; have looked after the sick. Sister Harris has been quite ill. I think nearly all of the Sisters called to offer assistance, and carry something to tempt the appetite.

I have been in correspondence with several very pleasant ladies, or Sisters, I should say, whom I met in Philadelphia last June. Had it not been for the Auxiliary I might not have had the pleasure of meeting so many such pleasant people at one time. Through the Auxiliary we have made many pleasant acquaintances here in our own little town, otherwise we might not. /, as well as several others, have entertained our friends by giving social parties, and many of my guests were my new made sisters. Would have had more only for lack of room.

In another way, the Auxiliary has amounted to something. I was always opposed to secret societies until I joined one ; never urged my husband to go to lodge ; would much rather he would spend his time with me. Could not understand why he would go and stay so long, but now I know, and never ask him to stay at home, but hurry him off, and always ask if they had a good meeting.

Fearing I have already taken up too much of your valuable space, hoping to hear from some of the Sisters soon.

Yours in P. F.,

MRS. E. N. FOOTE,

Benevolent Division, No. 17, St. Joseph, Mo.

CHICAGO J.C., Ohio, Jan. 13, 1892.

*Editor Ladies' Department:*

Having never seen anything in the CONDUCTOR about Myrtle Division, No. 25, L. A. to O. R. C., I will attempt to tell you how we are getting along. We organized October 18, 1892, with twelve members. The division was instituted by Sister J. H. Moore, grand president, assisted by Sister C. P. Hodges, grand chairman executive committee, and eight sisters from Autumn Leaf Division, No. 12, Bellevue, Ohio. We now have twenty members and they are all good workers and take an interest in the Division. And we are getting along nicely. We take in a new member at nearly every meeting. At our last meeting Sisters Bodley and Northway, of Andrews Division No. 4, Elkhart, Indiana, visited with us. Sister Northway complimented us very highly and said she never visited any division where they did

the work any better than we did. Our officers were installed at our last meeting and they are as follows: Mrs. B. C. Lewis, president; Mrs. C. A. Cross, vice-president; Mrs. D. E. Hilgartner, secretary and treasurer; Mrs. J. M. Wray, senior sister; Mrs. W. H. Budd, junior sister; Mrs. James B. Duncan, guard; Mrs. E. F. McVeigh, chairman of the executive committee. Mrs. D. E. Hilgartner is our delegate to the convention, and Mrs. W. H. Budd, alternate. The Order in this part of the country certainly is flourishing. And as I have traveled a great deal I notice there is no place where the men take the same interest in the O. R. C. as they do on this line (the B. & O. Ry.) Deer Lick Division, No. 292, O. R. C., was only organized a little over one year ago with eighteen charter members and now they have 42. We receive so many favors from our division that it is a pleasure to have an auxiliary here. But I must say that there is not enough interest taken in the auxiliary among the conductors' wives. I for one think there is no place where one can spend a more pleasant afternoon than in the division room. And we extend a cordial invitation to all sisters who may happen in this part of the country to visit with us, and we will try and entertain them and have them enjoy themselves while they remain among us. This is my first attempt, and if I see this in print I may write again.

Yours very Truly, in P. F.

A MEMBER.

#### The Ladies' Auxiliary Entertain.

Wednesday evening the Ladies' Auxiliary gave their first public entertainment and supper in Gilligan's Hall and it far surpassed anything of its kind ever given in this place. The ladies who compose this order are fully deserving of the many flattering compliments heard about them by almost every one in attendance. It was first thought that there would be a supper and entertainment, but after eating one of the best and cheapest suppers ever given in this place the young folks gathered in the hall over the dining room to enjoy the evening's entertainment, after which dancing was commenced. The entertainment itself was worth double the price of admission. Following is the program: Joseph Keithline who acted as chairman for the ladies, in a few chosen words thanked the many friends of the Ladies' Auxiliary who so generously graced the occasion with their presence. The orchestra then played an overture, followed by a beautiful song by the Ashby Male Quartette, composed of the following young men: Ryondels, Eyher, Parker, and Frantz. Miss Maggie Bennett then recited "The

Drinking House Over the Way," and to an encore she responded with "Kelley's Dream," which was one of the most brilliant things of the evening. Miss Bennett has many accomplishments which with a little more encouragement will soon be brought out. Miss Gaughan then favored the audience with a solo which was well received. This was followed by William Ruddy with a song entitled "Paddy Ciarny's Mother." Mr. Ruddy was applauded but did not sing again. The male quartette again sang one of their own compositions entitled "Jack and Jill," which was warmly applauded. Mrs. Rees sang a fine soprano solo and which she rendered in exquisite style and was warmly applauded. Hugh O'Neil sang "I Love You All" in a nice clear tenor, which was well received. Michael Shannon then recited, "Asleep at the Switch" in a masterly manner. Mr. Shannon is well up in elocution. The entertainment came to an end with Thomas McManus singing "The Pardon Came Too Late," which was well received. After this the floor was cleared and the dancing was commenced, which the merry dancers enjoyed until early morning. The whole affair was well conducted and reflects great credit upon the committee who had charge of the affair.

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CLEVELAND, O. Feb. 10, 1893.

*Editor Ladies' Department:*

As the time is so limited before Grand Division convenes in May, I wish to improve every means possible to present the subject of our Ladies' Auxiliary to the readers of THE CONDUCTOR, and especially to the wives of members of the O. R. C. The advantage of being organized before Grand Division is principally that the L. A. to O. R. C. will meet in Toledo at the same time as the O. R. C., and the privileges of our order will be extended to all who are members at that time. The cost is very little in comparison with benefits derived, and with very little push and energy, any division of the O. R. C. may secure an auxiliary. I believe every division should have one, as it not only assists in promoting sociability and fraternity, but in case of sickness or distress of a member, we are united in securing relief.

Mrs. J. H. Moore, Grand President, of Toledo, Ohio, is doing all in her power to advance the work, but amid many discouragements, as has been the experience of her predecessor in previous years. Nevertheless the auxiliary is steadily growing.

A division of the Ladies' Auxiliary to the O. R. C. was instituted in Lima, Ohio, on the 7th inst. by the Grand President. She also initiated a lady from Spokane, Washington, Mrs. Palmer,

by name, into Banner Division, of Toledo, and deputed her to work in the west, where several divisions are ready and waiting for an organizer. It was my privilege to be present at this meeting, and I feel sure the work in the west can but succeed in the hands of so talented and capable a lady as Mrs. Palmer evidently is. Sisters, your correspondence is solicited, and any information pertaining to organizing will be cheerfully given either by the Grand President or

Your Sister in T. F.,

MRS. C. P. HODGES,  
5 Fairfield street, Cleveland, Ohio.

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WOLCOTTVILLE, Ind., Jan. 27, 1893.

*Editor Ladies' Department:*

I hope you and all members of Friendship Division will pardon my long silence. I can't say that my time has been so fully occupied that I could not write, I have simply neglected it, and I trust that as long as I am honest enough to acknowledge it, that I will not be reprimanded for it.

This division, No. 22, held a meeting at the regular time for the election of officers for 1893, and the following Sisters were elected: President, Sister Frank Stauffer; secretary and treasurer, Sister J. G. Oatman. The chairs could not have been better filled had they tried again. I am in such an out of the way place here that it is impossible for me to attend meetings as I would like, but I am not here for always, and when I return to my home, I will make up for lost time. Our division is in a flourishing condition for one in its infancy, and I think we have bright prospects for the future. What is the matter with the Ladies' Department of THE CONDUCTOR for January? I see not a single letter from any Sister. I will begin to think that some one else will be asking for pardon for long delays in not writing, and I will not be alone.

Best wishes for the L. A. to O. R. C.

MRS. C. M. HARRINGTON,  
Friendship Division No. 22, Wolcottville, Ind.

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ST. JOSEPH, MO., Jan. 20, 1893.

*Editor Ladies' Department:*

The Ladies' Auxiliary of the Order of Railway Conductors held their annual election Dec. 21st. Officers duly installed Jan. 4th. President, Mrs. S. S. Sims; vice-president, Mrs. C. A. Ransom; secretary and treasurer, Mrs. E. N. Foote; S. S., Mrs. J. M. Cory; J. S., Mrs. M. M. Wright; guard, Mrs. B. F. Throop; chairman executive committee, Mrs. B. Smiley; delegate to convention, Mrs. E. N. Foote.

Yours in T. F.,

MRS. J. M. CORY, Cor. Sec.

ELKHART, Ind., Jan. 30, 1893.

*Editor Ladies' Department:*

In looking over the events of the last year, I think that we cannot but feel grateful to the Giver of all good and perfect gifts. 1892 has dealt very kindly by us; there has been very little sickness, and but one death in the families of our members. On Dec. 23, Andrews Division No. 4 held an election of officers, and at the next regular meeting the following officers were installed by the Grand President, Mrs. J. H. Moore, assisted by the Past Grand Junior Sister, Mrs. A. W. McIntyre. The officers are Mrs. Kate Brown, President; Mrs. Maude Shultz, vice-president; Mrs. Alice Carpenter, secretary and treasurer; Mrs. M. E. Wishart, senior sister; Mrs. Martha Beach, junior sister; Mrs. Sue Kepler, guard; Mrs. Mary Hussey, delegate; Mrs. L. J. Panches, alternate delegate;

The reception given in the evening at the home of Mrs. L. J. Panches was largely attended, and a very pleasant affair, long to be remembered. The guests from abroad were Mesdames Hussey, McIntyre and Mrs. Moore from Toledo, and Mr. and Mrs. Houser from Goshen.

Hoping to meet all interested in our cause, at Toledo, (the city selected for holding our next convention) I will now close for this time.

Yours truly in T. F.,

MRS. M. E. WISHART, Cor. Sec.

ST. JOSEPH, MO., 1893.

*Editor Ladies' Department:*

I would like to mention through your valuable columns a reception given in honor of Ladies' Auxiliary to the O. R. C. by Mrs. E. N. Foote, assisted by Mrs. C. A. Ransom and Mrs. J. M. Cory. Received from 2 until 5 o'clock at residence, 1204 S. 9th street; house beautifully decorated; dainty refreshments were served; all passed an enjoyable afternoon.

Before departing our friend Mrs. Foote, to her surprise, was made the recipient of two beautiful presents. Presented in behalf of the Order by Mrs. S. S. Sims; with appropriate remarks, ably responded to by Mrs. Foote, secretary and treasurer of the Order.

MRS. J. M. CORY,  
Cor. Sec.

FRANKFORT, Ind., Feb. 5, 1893.

*Editor Ladies' Department:*

Easter Lily Division No. 10, not being widely known through the columns of THE CONDUCTOR, perhaps 'tis time for an introduction. Although having kept silence we have not been idle, each one working with a will and doing what she could to help the O. R. C. keep up a fraternal spirit,

and to build up our own little division. We were honored with a visit from our Grand President, Mrs. Moore, in September, who gave us some wholesome advice and encouragement, which imbued us with a new stimulus to renewed efforts in our work. In response to an invitation from Banner Division, six of our ladies attended a meeting in Toledo last month. They were royally entertained, and report a very pleasant visit, together with some beneficial lessons learned from the working of Banner Division.

We held our election for officers some time since. Those for the ensuing year are as follows: President, Mrs. B. F. Haselton; vice president, Mrs. John Daily; secretary, Mrs. Rufus Clark; junior sister, Mrs. George Partridge; senior sister, Mrs. G. V. Keefer; guard, Mrs. John Miller.

On the evening of December 26th, Division 254 O. of R. C., held a public installation of officers to which their families were invited. After the work, a splendid supper was spread by the popular caterers, Cushner Bros., to which ample justice was done. After the evening was pleasantly passed until 12 o'clock, and the auxiliary after presenting the new Chief Conductor with a companion for his goat, departed for their homes, voting the conductors the best of entertainers.

AURA B.

## Our Sons and Daughters.

I think the young readers of the CONDUCTOR will appreciate the following poem, rendered by the writer, Mr. J. W. Dixon, of Michigan, at the anniversary of George Washington's birthday 1892, which was celebrated at his residence in honor of his two young daughters, Maggie and Zoie:

My youthful friends with words sincere,  
I bid you a warm welcome here.  
I'm glad to see you here tonight  
With faces radiant and bright,  
And eyes sparkling with delight,  
And hearts as buoyant free and light  
As sparrows in their upward flight,  
'Tis right your sport you should enjoy,  
"Ere" weighty cares your thoughts employ,  
And riper years shall clothe your brow  
With shade where all is brightness now.  
Those riper years are coming fast,  
Your Youthful days will soon be past;  
Then on the busy stage of life,  
Amid its turmoil and its strife,  
As man and women strong of heart,  
You needs must take an active part.

And some of you perhaps must stand  
 As guards and rulers of the land;  
 Perhaps, like the great Washington,  
 Be called to lead our armies on,  
 To drive the invaders from our shore,  
 Though wars, I hope, will be no more.  
 But if not called on by the nation  
 To occupy a high station,  
 You will as king and princess stand  
 And by your vote help rule the land.  
 Then emulate those virtues bright  
 Of him you eulogize tonight.  
 Now, I myself was once a boy,  
 And all the sports you now enjoy  
 I played, with boyish love of fun,  
 In bygone days, when I was young.  
 I hope, then, I may not offend,  
 If with the freedom of a friend,  
 I give you some advice tonight,  
 To help you guide your steps aright.  
 You know that spring is drawing near,  
 That lovely season of the year,  
 When birds will sing and flowers will bloom,  
 The orchards yield their sweet perfume,  
 And nature dons her gala dress  
 And looks her brightest and her best;  
 The farmer then resumes his toil,  
 With care prepares the fruitful soil,  
 With equal care selects his seed,  
 Rejecting every noxious weed,  
 And sows upon each field with care  
 The crop he hopes to harvest there.  
 If he sows redroot wide and free,  
 What think you will the harvest be?  
 If he sows thistles, chess or dock,  
 Those worthless weeds will be the crop;  
 But if he sows the golden grain,  
 Then may he hope to reap the same.  
 Childhood and youth are like the spring,  
 Ere long the summer will begin;  
 You then will reap what now you sow,  
 Each tiny seed will *surely grow*.  
 The crop will be the same in kind,  
 As that with which you seed your mind.  
 Then cultivate your minds with care  
 And sow the seeds of kindness there;  
 Of virtue, temperance and truth,  
 Those brightest ornaments of youth.  
 Of fortitude, life's ills to bear,  
 Of these you must expect a share,  
 And if you learn to fear them right  
 'Twill help to make the burden light.  
 Of courage, perseverance, too,  
 And energy in all you do,  
 Perform whate'er you undertake,

Though obstacles should lie in wait.  
 To quote what Colonel Crockett said,  
 "Be sure you're right, then go ahead."  
 With useful knowledge store your mind,  
 Its priceless value you will find  
 In after years will repay  
 The irksome labor of today.  
 Learn all you can, and then you'll find  
 That you have just begun to climb.  
 The bill of science towering high,  
 Its summit reaches to the sky.  
 As up that hill with toil you rise,  
 A glorious prospect greets your eyes;  
 More and more things you see to learn,  
 More and more mysteries discern,  
 More and more wisdom you detect,  
 As shown by the Great Architect  
 Who built the world, the first great cause  
 Who set in motion nature's laws;  
 Who holds the universe in hand  
 And governs all; at whose command  
 This earth at its appointed place  
 Goes whirling on through boundless space,  
 And countless worlds that deck the sky,  
 Through their appointed orbits fly,  
 With speed that mocks the lightning's flash,  
 Yet in their courses never clash,  
 But move in harmony sublime,  
 That prove their origin divine.  
 A few more words on education,  
 And I will close my recitation,  
 And that no doubt will suit you well,  
 For then you'll have a resting spell.  
 Our education is begun  
 When we begin life's race to run,  
 Nor will it end till life is fled  
 And all our moments here are sped.  
 All that we learn while here we stay,  
 The scenes of every passing day,  
 Our meditations when alone,  
 The book we read, the scenes at home,  
 The social circles, where we meet  
 With friends whom we delight to greet.  
 All that affects the mind or heart  
 Of education forms a part.  
 Then how important in our choice,  
 That we give heed to wisdom's voice,  
 And shun the evil that we meet,  
 Nor learn to practice a deceit,  
 Or ought we must unlearn again  
 If we true wisdom would obtain.  
 But choose what will, our hearts refine,  
 Exalt and cultivate the mind  
 And fit us for a brighter sphere  
 When ends life's transient journey here.



#### *Ejection of Passenger—Measure of Damage.*

In an action for damages for wrongfully ejecting a passenger from a train, it is proper, in estimating the damages, to consider the humiliation imposed upon a passenger by a quarrel and altercation with the conductor. Two hundred dollars is not excessive damage under such circumstances. *Chicago & Eastern Ills. Ry. Co. vs. Conley*, Ind. App Ct., Dec. 30, 1892.

#### *Negligence—Defective Appliance—Contributory Negligence.*

In a suit for damages growing out of an injury the court holds, (1) That it is the duty of the master to furnish safe appliances to employés, and that such duty is a continuing one, and that it is the master's duty to know the condition of appliances furnished if such knowledge can be acquired by the exercise of ordinary care. (2) It is sufficient in a complaint to recover for an alleged neglect of this duty by the master to charge that he had negligently furnished the defective appliance in question, or that he negligently failed to furnish safe and suitable appliances. (3). That the rules and regulations of the employer must be known to the employé before they will bind him. (4). That it is not contributory negligence for a trainman to walk on the top of his train when his duty and orders require it. Judgment for damages affirmed. *L. E. & St. Louis Ry. Co., Ulltz*, Ind. S. C., Dec. 23, 1892.

#### *Mutual Benefit Insurance—Relation of Members.*

1. The relation between the supreme body of a benefit society and a beneficiary member to whom, under its relief fund laws, a relief fund certificate has been issued, is a contractual relation.

2 *Relation—How Constituted.*—The contract of such association with a beneficiary member is made up of the application for such membership, the certificate issued, and the charter, constitution, and by-laws of the order, and in its construction and effect does not differ essentially from an ordinary policy of insurance.

3. *False Representations—Avoidance*—Where, by the relief fund laws of the order, persons en-

gaged in certain occupations are excluded from membership; and, where the deceased in his application represented that his occupation was a printer, when in fact at that time, and for several years previous he was a bartender, held, that the contract of the order to pay benefits was avoided by the false and fraudulent representations by which it was obtained.

4. *Suit After Death—Estoppel—Agreement.*—Where the suit brought after the member's death, and in the name of the beneficiary, to meet the defense of false and fraudulent representation it was insisted that the certificate was incontestible after the member's death, unless the deceased had been suspended during his life time, and his death occurred during his suspension, held, that an agreement in the decedent's application "that any untrue or fraudulent statement made, or suspension, shall forfeit all rights to benefits and privileges therein, was sufficient in the light of evidence to avoid the certificate so procured and thereby exclude beneficial relief under the relief fund laws of the order. *Holland vs. Supreme Council Order Chosen Friends*, N. J. S. C., Nov. 9, 1892.

#### *Failure to Pay Assessment—Estoppel to Claim Forfeiture—Waiver.*

Where a life policy or certificate of insurance contained a condition that it should be forfeited in case of failure to pay an installment, when due, but receives from the assured payment of an installment of premium or assessment while a subsequent assessment is overdue, the association waives the right to claim a forfeiture on the ground that such subsequent installment was not paid on the day it became due, in accordance with a condition in the policy that it should become void if any installment or assessment should not be paid on the day when payable.

*DeFrece vs. National Life & Benefit Association*, N. Y. C. of App., Nov. 29, 1892.

#### *Application for Membership—Condition of Assessment—Charge.*

Where the application, which was made a part

of the certificate of membership or insurance, provided that the certificate should not become effective until the first assessment had been paid, and the certificate provided that assessment notices would be regularly mailed, dated the first week day of every second month, and instruction printed on the back of the policy, provided, that a member not receiving his notice before the 10th of any assessment month, should write, inquiring why, *held*, that when assured died on the 28th of the first assessment month, and no notice had been received, there was no error in refusing to charge that no recovery on the certificate could be had unless first assessment had been actually paid during the life of the assured, and while he was in good health, "provided the jury find, in the regular course of business, no assessments could have been levied before the death of the assured."

*Globe Reserve Mutual Life Insurance Co. vs. Duffey et al*, Md. C. of App., Nov. 17th, 1892.

#### *A Decision for Labor.*

MACON, Ga., December 26.—Judge Emory Speer, of the United States Court, rendered a decision Saturday in the case of striking telegraphers on the Central railroad against the receiver. Judge Speer said that the fact that a man was a member of a labor organization was no reason for a discharge. On the motion of the strikers, asking the court to reinstate them in their positions, he decided in their favor so far as to order the receiver to replace all the men except where their positions had been already filled.

In one sense this is a complete victory for the organization, inasmuch as it establishes the precedent that a laborer cannot be discharged for the sole reason that he has allied himself to a labor union.

#### *Industrial Insurance—Condition of Certificate—Health of Insured.*

The plaintiff in this action, recovered in the trial court, upon a certificate which contained the following provision: "No obligation is assumed by this association prior to the date hereof, nor unless upon said date the assured is alive and in sound health." The evidence showed conclusively that, for several years before the date of the policy, the assured was afflicted with chronic asthma to such an extent that he was unable to pursue his usual calling *i. e.* a railway conductor, and that ailment accompanied by subsequent and resultant complications, occasioned his death.

*Held*. On appeal, reversing, that there can be no recovery in an action on a life insurance certificate conditioned that no obligation is assumed

by the company, unless at the date of its issuance, the insured is "in sound health."

*Held*, That where the intention of the parties to the contract is that the inception of defendant's risk should depend upon the existence of certain conditions, to-wit: That at the date of the certificate the assured be alive and in sound health, these conditions failing the association's liability under the certificate never attached.

*Volker vs. Metropolitan Life Insurance Co.*, C. P. N. Y., Jan. 3, 1893.

#### *Action on Certificate—Evidence—Reinstatement—Mistake in Proof of Death.*

Plaintiff, widow of deceased, obtained a judgment for \$3000. Defendant appealed.

It appeared that during the life time of the assured he had failed to pay an assessment, which became due and payable by the terms of the certificate on 29th of May, 1890. By the terms of the certificate it lapsed and became void in consequence of such default. To induce a renewal of the certificate, the assured made a statement in writing, and delivered same to defendant, declaring among other things, that he had had no sickness of any kind since his original application for insurance. Thereupon the overdue assessment was accepted, and the membership revived.

The defendant set up the falsity of the statement made by the deceased to secure a reinstatement.

The evidence showed that the proofs of death placed the beginning of his fatal illness previous to his reinstatement. The plaintiff's application showed the proofs to be erroneous.

*Held*, That an assured, in order to obtain a reinstatement of a forfeited certificate, represented to the Order that he had not been ill since the policy was originally granted; and, where the proofs of death erroneously stated by the beneficiary and the attending physician, that the assured's last illness began at a date prior to the application for reinstatement, the plaintiff may rightfully show that the deceased did not begin to be ill till after the policy was revived. Affirmed.

*Tuthill vs. United Life Ins. Association* N. Y. S. C., Dec 12, 1892.

#### *Benefit Insurance—Action on Certificate—Declaration—Sufficiency of Duty to Make Assessment.*

Where the declaration in an action on a certificate alleged that money not exceeding \$3,000 was due plaintiff, and that, if one assessment on the membership of the association should be less than \$3,000, then said amount should be received in full of all demands: that the assured

fully performed the contract on his part, and that defendant became liable and promised to pay said sum, but failed to make any assessment therefor; and, where there was testimony that an assessment would produce more than the amount necessary to pay the certificate. *Held*, that the declaration was sufficient, since plaintiffs were entitled, on the death of assured, to have \$3,000, if an assessment would produce that sum, and since it was the clear duty of defendant association to make the assessment, and its fault that there are no funds on hand to pay the judgment in favor of defendant is set aside and remanded for a new trial.

*Silvers et al vs. Michigan Mut. Ben. Ass'n*, Mich. S. C., Dec. 22, 1892.

#### *Action to Recover Assessments—Void Policy.*

Where the solicitor for an insurance association solicited plaintiff to insure her father's life for her benefit, and she signed her father's name to the application on the solicitor's representation that she had authority so to do. The solicitor certified that he had seen and examined the father, and recommended his acceptance. Subsequently the association issued to plaintiff a certificate on the father's life, which required all applications to be signed by the one proposed for insurance as a condition precedent to its validity. *Held*, that the agent's knowledge as to the failure of the father to sign the application was the knowledge of the company or association, and that, as the policies were void from the beginning, and known by the association to be so, plaintiff was entitled to recover back the money paid by her for assessments. *Fulton vs. Mutual Benefit Co.*, N. Y. City Ct., Dec. 22, 1892.

*Note*:—The proper form of action to recover back assessments or premiums paid under a policy of insurance is an action for money had and received by the company or association for the use of the person making the payments.

#### *Mutual Benefit Insurance—Restoration of Suspended Member.*

Where a member of a Mutual Benefit Insurance Society is suspended for non-payment of assessments, and neglects during his life time to secure his reinstatement in accordance with the terms of membership certificate and the provisions of the Order, *held*, that his restoration to membership cannot be effected after his death by payment of the sum due from him to the association at the time of his death, though the period within which, if alive, he could have secured his reinstatement, has not yet expired. *Woodman of America vs. Jameson*, Kans. S. C., Dec. 15, 1892.

*Note*:—While the above rule of law is the one

generally adhered to by the courts, yet the latter are accustomed to rule otherwise where a waiver can be established. If the conduct of an association is such as to amount to a waiver of the provisions relied upon, courts are free to overrule the forfeiture. Thus, "where the certificate of membership provided that the assessments shall be paid within thirty days from the date of notice, payment within that time will preserve the validity of the certificate, though such payment is made and accepted after the death of the member." *Ass'n vs. Stapp*, 77 Tex., 517. The Indiana Supreme Court ruled (77 Ind. 203) that "the demand and receipt of assessments by an association, after the death of the assured, with knowledge of his death, and that the contract was voidable on account of misrepresentations waives the forfeiture."

#### *Train Service—Authority of Conductor to Bind Company—Injury to Employee*

Where an emergency arises, such as the occurrence of a railroad accident far from the general offices of the company, whereby an employé of a train is dangerously hurt and immediate action is required to protect and save life, it is the duty of the company to take steps to care for the injured person, and when the conductor is the highest officer of the company present, he is clothed with such authority as may be necessary to meet the exigencies of the occasion, and where such man is helpless, unconscious and in danger of death from the injury, and remote from relatives, and without means to pay for shelter and care, such conductor may bind the company for shelter, care and attention procured for the injured employé.

*T. St. L. & K. C. Ry. Co. vs. Mylott*, Ind. App. Ct. Feb. 2, 1893.

#### *Master and Servant—Negligence—Construction of Tracks.*

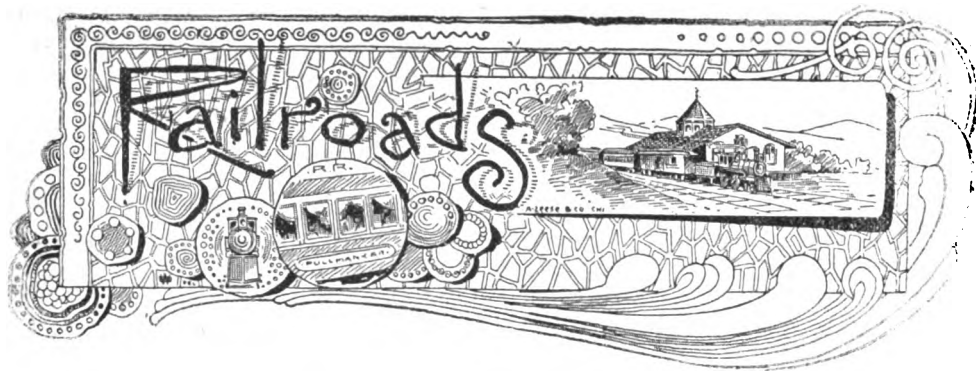
In an action to recover for injury to an employé, a railroad company is guilty of negligence in laying its tracks so close together that trains cannot pass each other safely in rounding a curve; and brakeman who, while endeavoring to carry out his superior's orders in forcing an intoxicated passenger off a car step into the car, is knocked off the step by a train moving in the opposite direction rounding the same curve, may recover from the company for his injuries.

*Muhoney vs. B. & C. Ry. Co.*, N. Y. S. C. Dec. 27, 1892.

#### *Carriers of Passengers—Ticket—Payment of Ticket Rate.*

Where a passenger has not been afforded a reasonable opportunity to purchase a ticket at the station where his journey began, he is not bound to leave the train at a station en route and purchase a ticket back to the station whence he started, and another to his destination. If he is rightly on the train without a ticket, it is his right to complete his intended journey by paying the ticket rate for his fare.

*Central Railway Co. vs. Strickland*, Ga. S. C. Dec. 17, 1892.



### Our "Home."

Yes, "Our Home." This is the way I wish every railroad man in the nation would say to himself and to others when he thinks or speaks of the "Railway Employees' Home" here in Chicago. I say "here, in Chicago," for I am writing this in Chicago, while almost every railway man knows *my* home is Fort Dodge, Ia. I am here to attend the regular meeting of the board of managers of the "Home," and to-day, as we visited the "Home," after the meeting, and found how comfortable and homelike everything about the Home is, and how quiet and restful it is; how neat, orderly and tidy the Home seems; how the old engineer, Mr. Fish, was enjoying his pipe in the big rocking chair by the stove; with what tender care our poor, sick and paralyzed conductor, Mr. Bangs, is cared for, and how our good-hearted Mr. Nace, the one-legged locomotive fireman, feels as much at home, and has for the last eighteen months, as though he owned the whole outfit, I said to the friends, I wished every railroad man in the nation could just look in upon the group and the Home; could they see it as I saw it to-day, as it is every day of the week and every day of the year, there would not be any trouble about funds necessary to not only keep the present Home running, but enough flowing in to build a Home worthy the great army of big-hearted railroad men of America.

Now, I want to say in this article to every man in railway work: "This Home is worthy of your implicit confidence and hearty support."

Mistakes may, and probably have, been made; we may have calculated too largely on the generosity of those to whom we looked for help. It is a work of time and patience, to educate men up to the proper point of caring for a fellow and brother railway man. Confidence is a plant of slow growth. You railway men will respond more readily and freely than any other class of men, when you *know to a dead certainty* that the money you contribute and earn with so much risk and

exposure is going right to the suffering one, for whose comfort you give it.

Our mistake, if it was a mistake, was in branching out too largely at first. We looked to great results and made a long lease of valuable property at an expense too heavy for an infant institution. As soon as we realized this we threw up our lease, cut down expenses, and are now in a nice cottage, with only thirty dollars a month rent. A first-class matron, who does the entire work and takes entire charge of the house for five dollars a week. Our present secretary and treasurer, Dr. F. M. Ingalls, made his quarterly report to the board of managers to-day. Everything is as straight and square as the sunlight.

We wish a delegate from every order of railway men could come here and investigate, with the closest scrutiny every item and everything connected with the "Home." We ask the fullest and freest investigation.

Dr. Ingalls and his wife have given to the care of the "Home," especially since his election as secretary and treasurer, the most painstaking labor, and it is only through their untiring vigilance and unpaid work the "Home" continues to exist.

Now, brothers of all classes and in all departments of railway work in this nation, let me ask: Shall this work stop? Shall this old engineer, Mr. Fish, now eighty-four years old; shall this conductor, Mr. Bangs, perfectly helpless; shall this fireman, Mr. Nace, with one leg; shall these helpless and suffering crippled men be turned upon the cold charity of the world, only to find their way, eventually, to the county poor-house; from which we took our first inmate of the "Home," and who now is making a good living at the jeweler's trade, which the "Home" enabled him to learn? Already has the "Home" rescued three grand young men from hopeless dependency to self-sustaining independence. How many hundreds of deserving men this "Home"

can assist to such an independence; and to how many hundreds more who are crippled beyond the possibility of ever being able to be self-sustaining, this shall be their comfortable "Home," depends upon the good will of the able bodied men now in the railway service. How soon some of these now contributing will be the suffering ones, none of us can tell. I think all must feel as the writer does, namely: It will be a shame and a disgrace to the railway men of this nation to allow a single brother railroad man to die in the poor house. For one, the writer should like to see a national law, surrounded with proper safe-guards, pensioning disabled and superannuated railway men. Are they not all public servants, especially those in the train service? But the question now is: Shall we have a "Home" that shall be "Our Home" for all the deserving disabled railway men of this nation?

A very little from each one—so little it would hardly be felt—can save and keep up this—"Our Home." Brothers, will you pardon me? Would it be too much to ask that, once a month, you give what you would spend in one day for tobacco to the "Home?" Thousands of you, I do believe, will very cheerfully give a great deal more than that. I am willing to give my time to perform the duties devolving upon me and bear my own expenses. I will go to any part of the country to railway meetings of railway men and work for the interests of the "Home." I am not one of you, but you have all allowed me to work for what I conceive to be the best good of the railway men of this country, and this work has so linked me to you that, while not in practice one of you, yet, in heart and soul I feel you honor me with conceding to me good motives in my feeble efforts. Let me say this, as the last words of this already too long letter: I feel this way. If you railway men understand all about the object, design and workings of this "Home," and the manifest labor and sacrifice of those who have it in charge, as the writer does, there is not a man but would say from his heart: "God bless the 'Home.'"

I will do all I can for its success.

L. S. COFFIN, Pres't.

#### Employing Conductors and Brakemen.

KANSAS CITY, Mo., April 10.

In the *Gazette* of Feb. 19, appeared an article signed "Forward," entitled "Care for the Old Timers," which I heartily endorse. In the *Gazette* of March 19, a brakeman of Arkansas City gives his views on the subject. I consider this question one of the most important to conductors and brakemen in the whole train service. I will

say that the happy medium, which could be struck, as suggested by "Brakeman," viz., to get three conductors; take two from the ranks of the brakemen and hire one outright, would certainly be an improvement over the present situation, but that does not change the principles involved as, proposed by "Forward," and which would be the correct basis to work upon, and, always, bear in mind, exactly as beneficial to the brakemen as to the conductors. We admit that promotion would really come slower to the brakeman, but when they get it, it is something better than a prospect of again going braking on freight or construction, repeatedly, we might say, in their old age. For I suppose conductors will continue to grow old, same as other people, but for all I know, they ought to be allowed to live. Brakeman asks why the conductor lost his position, and intimates that it may have been through drunkenness or incompetency. If for either of these reasons, he should not be allowed in the ranks of the brotherhood, and will not be. If he was discharged for other ordinary reasons, such as anyone is liable to be discharged for, does Brakeman want him to be eternally damned. It seems to me that a conductor who loses his position, and has to seek employment on another road, perhaps hundreds of miles from home and friends, and who has to break up his home, and sacrifice on his furniture, if he has any, in moving about to some new place, is sufficiently punished, for any little error he may have made, without again going to braking, especially if he is somewhat advanced in years. And that isn't the only punishment. He would probably lose several week's time, and possibly months, in securing a new position. Is "Brakeman" so hard-hearted that he would wish him more punishment than he would ordinarily have, as noted in the foregoing? Brakeman also seems to intimate that the conductor may have been grievously to blame for getting fired. I wonder if brakeman thinks that he could succeed in holding a conductor's position any better or more successfully than others? Human nature is about the same the world over, and as a class, conductors have more temptation thrown in their way than any other, and at the same time they are expected to be about perfect, and are held responsible. Brakeman says there are about 15 conductors hunting jobs, where there is one engineer. Does that not show the conductors and brakemen to have a wrong system of promotion? Under the plan as outlined by "Forward," these matters would soon regulate themselves, and get down to a practical and much more encouraging basis. This floating surplus of conductors and

brakemen is one of the principal evils we wish to remedy, and an agreement between the brakemen and conductors, would do more to that end than anything else. In fact, it would place us upon the same basis as the engineers and firemen. There is no good reason why there should be 15 conductors hunting a job to one engineer, or anything like that proportion. Under the new arrangement, promotion need not necessarily be so slow in coming to the brakeman. It would come in legitimate and reasonable time. The following being some of the reasons why, it must naturally be so: Conductors are sometimes promoted to other positions, they sometimes die, and some are killed. Others are injured so they become unfit for conductors. Many leave the service to engage in other business. Some are discharged for drunkenness and incompetency, and expelled from the brotherhood. There are new roads constantly being built, and on many old roads additional trains are put on from time to time, and new branches opened up. The country is growing, and along with it comes the new roads, and constantly increased business on the old ones, requiring, of course, more crews. Everything considered, the brakemen have a pretty fair show for legitimate promotion, and I believe, if they will give this question proper attention and thought, and look a little into the future for their own welfare and that of their families, they will agree with me that our system is defective, and that the principle of the movement proposed, is the correct one, and one that will be of more real benefit to us as conductors and brakemen, than anything we have ever had. To repeat, a little: Would not any brakeman prefer to brake two, three or four years now, while a young man, and then know that his braking days are over, that he has a profession, something to depend upon, rather than to think that, when he becomes older, say 45 or 55 years of age, he may again have to go braking with, at that time, very little, if any, prospect of further promotion. It will take very little time for anyone who intends following railroading to answer the question. If I have used some of "Forward's" arguments, it is because I consider them good, and well worth repeating. I want him to have due credit therefor. However, every brakeman as well as conductor, should be anxious for the immediate adoption of this proposition, for the better protection of both, for it will certainly very materially limit the supply of railroad trainmen, and therefore, assist largely in keeping up and increasing wages. As at present, let me ask: What do the brakemen get when they are promoted? Simply what the conductors now have—a temporary position—in many cases, nothing that is hardly worth working for, on account of its liability to be a promotion of short duration, and then, another siege of braking. Limit the supply, thereby increasing the demand, and we will have no more of a surplus than the engineers and firemen have. It may be possible that some brakemen assume, that when they receive promotion, they will be more successful in holding the position of conductor than those before them, that they will fill the position in such a manner that there will be no likelihood that they will ever have to brake again. Don't mislead yourselves by taking this view of the case, and thereby mislead others, for the best men in the world are liable, sometimes, to make mistakes, wholly unintentional. Good men have done it before you, and you are just as liable as they to be unfortunate. This movement seems of sufficient importance to receive immediate attention, and I would like to see the chiefs of the brotherhoods, and the men, take proper action in the matter, which would result in a satisfactory and mutually beneficial agreement for all concerned. —"Improvement," in *Railway Service Gazette*.

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#### What to Do with the Few Dishonest Conductors a Problem to Many Lines.

"While doubtless a majority of the passenger conductors are honest," says a general superintendent, "we all have, sooner or later, to wrestle with the problem how to head off the peculations of the dishonest conductors. This is not confined to any one road. The fact that more roads in the last three months have dismissed their ticket collectors than have put them on in the last two years shows that the ticket collector does not remedy the evil. The discharge of three of them for alleged dishonesty on the Big Four lines did not strengthen the belief that the ticket collector would turn in all the cash fares or handle the tickets honestly. One thing is evident to me, that as long as we cannot in this country adopt the English fashion of fencing platforms and compelling passengers to purchase tickets at any cost or inconvenience, the morals of passenger conductors cannot be elevated. So far as our road is concerned I believe 99 per cent. of our conductors are honest men and turn in every cent they collect, and for the sake of the large per cent. of honest conductors I wish some plan could be adopted whereby they should not be looked upon as being anything than upright men in every respect." These remarks were brought out from the reading of a lengthy article in a late number of the *Railroad Gazette*, which says conductors have one difficulty to contend with which is not

often thought of. It is that of preventing losses from the inability of honest conductors get to tickets or fares from all the passengers. One road which recently made a careful examination found that 7 per cent. of the tickets sold for certain trains were not taken up. The investigation was continued for some time, and on many trains, long enough to show that, practically, one out of every fourteen passengers gets off the train with his ticket still in his pocket, to be used at some future time. This showing was on way trains, of course. Many officers will claim that this is an unusually bad record, and that, on their roads, they have no such looseness. But even half this loss would be a serious leak, and we all know, from the nature of things, that this is a feature in which American railroad management is at fault everywhere. That the leak exists, even under the best care, is evident from the experience of a large western road, which recently adopted the practice of limiting all local tickets to one day after the date of sale. This rule leads to the prompt presentation of unused tickets for redemption, and the number thus presented became so large as to almost starve the officers of the road.—*Indianapolis Journal*.

#### Chicago & Northwestern Railway Company.

CHICAGO, Illinois, Jan. 23, 1893.

The following schedule will govern the employment and compensation of conductors and brakemen in freight service. It will take effect February 1st, 1893, and will supersede all previous schedules.

#### ARTICLE I.—RATES AND GRADES.

1. There shall be two grades of freight conductors established and the compensation shall be as follows:

(a) For the first year's actual service after promotion from a brakeman, sixty-eight dollars (\$68.00) per month.

(b) For the second year's service and thereafter, seventy-eight dollars (\$78.00) per month.

2. There shall be two grades of freight brakemen established and the compensation shall be as follows:

(a) For the first three months of actual service, forty-five dollars (\$45.00) per month.

(b) For all service thereafter, fifty-two dollars (\$52.00) per month.

3. Conductors of way freight trains will be paid eighty-five dollars (\$85.00) and brakemen sixty dollars (\$60.00) for twenty-six hundred (2,600) miles or less, made in any one month. All mileage made in any one month in excess of twenty-six hundred (2,600) miles will be paid for at proportionate rates.

4. (a) Conductors of work trains will be paid not less than eighty-five dollars (\$85.00) and brakemen fifty-five dollars (\$55.00) per month of twenty-six (26) days, ten (10) hours or less to constitute a day's work, providing crews are not called for further duty the same date. All time made in excess of ten (10) hours will be paid for at proportionate rates.

(b) Work train conductors having charge of gangs of men, and acting as foreman will receive fifteen dollars (\$15.00) in addition to the \$85.00 per month.

5. The pay of crews on mixed trains shall be computed at freight rates.

6. Freight conductors and brakemen temporarily in passenger service will be paid freight mileage. Temporarily is construed to mean anything less than one month. One month and over will be paid for at passenger rates. In no case, however, shall an extra conductor or brakeman receive more pay for a part of a month than the regular conductor or brakeman would have received for the whole month, even should the mileage exceed the amount of a full month's pay.

7. Freight conductors and brakemen attending court under instructions from the company will be paid at the rate of 100 miles per day and living expenses while away from home.

8. In work or wrecking service, conductors and brakemen will be paid for the actual mileage going to and from the working point, as well as pay for the actual work performed at the wreck or working point.

#### ARTICLE II.—RULES FOR COMPUTATION.

1. The monthly compensation is to be based on a mileage of twenty-six hundred (2,600) miles, or twenty six (26) days per month, and any excess over this made by freight conductors and brakemen will be paid for in the same proportion as the monthly compensation is to twenty-six hundred (2,600) miles.

2. If the mileage of a freight conductor or brakeman falls below twenty-six hundred (2,600) miles in any one month, and he has been ready for service, losing no time on his own account, in such cases full time for twenty-six hundred (2,600) miles shall be allowed.

3. The first year's service is to consist of twelve (12) months.

Should it become necessary to reduce the force on account of decreased business, and the conductor wishes to remain in the employ of the company as brakeman, he shall have preference in employment over other brakemen; his promotion is to date from the time he made his first trip as conductor, and his compensation

shall be the highest rate paid brakemen in the class of service to which he returns.

5. Notice will be given when time is not allowed as per trip report.

6. Brakemen who have been in the service of the company for one (1) year or more, and who may be dismissed from the service on account of decreased business, will be reinstated and hold their rights, if they report for work when wanted, provided their previous service has been satisfactory in the judgment of the division officer. Brakemen who have been in the service less than one (1) year will rank as new men, if re-employed.

#### ARTICLE III.—EXTRA MILEAGE.

1. All freight conductors and brakemen on regular runs will receive compensation for extra mileage made outside of their regular runs.

2. All runs of less than one hundred (100) miles shall be computed as one day's work, provided the men do not go out again the same day, except on branch runs where the mileage is less than sixty (60) miles per day, where the company reserves the right to make special arrangements with its men as to the compensation they shall receive.

3. Where crews are required to double hills, such crews will be allowed the extra mileage made.

All crews going through to Union Stock Yards will be paid at the rate of fifteen miles per (15) miles per hour. This work to be considered as extra work. Western Avenue being considered a terminal for all freight runs on the Galena division and West Chicago on the Wisconsin division.

#### ARTICLE IV.—OVERTIME.

1. Overtime shall be paid at the rate of ten (10) miles per hour on basis of rate and classification.

2. On all runs where the time on duty in hours exceeds the number of miles divided by ten (10), all such excess will be considered overtime except on short runs where total mileage made in any one day does not exceed one hundred (100) miles. Overtime will not be allowed until the total hours on duty exceed ten (10).

3. Time on duty shall be considered as being from the time train is ordered at initial terminal to arrival at destination.

4. In computing overtime, any fraction of an hour less than thirty (30) minutes will not be allowed. Thirty (30) minutes or over will be called an hour.

5. Men will be called as nearly as possible one hour before leaving time of their trains.

6. (a) If freight conductors and brakemen are required to do switching at terminal stations, either before leaving or after arrival at such terminal, they will be paid extra for all such switching at the rate of ten (10) miles per hour, provided they are not, at the time they are engaged in such switching service, in receipt of compensation under any other rule. No extra compensation shall be paid for switching service until the mileage exceeds seventy (70) miles; on runs of seventy (70) miles or less no extra compensation will be paid for switching service until the time on duty exceeds ten (10) hours. Less than thirty (30) minutes will not be counted. Thirty (30) minutes and less than one hour will be counted as one hour. Freight crews will, however, not be called on to do switching where switch engines are employed, except in case of absolute necessity.

(b) Crews called upon to run special trains shall receive extra compensation for switching service at initial point and at destination under the same rules and at the same rates that apply to crews of regular trains. A turn-round point is to be considered under this section as an intermediate point for all runs turning at that point on the same day.

(c) On turn arounds, extra compensation for switching will be allowed at turn-around points, provided there is a delay of thirty (30) minutes or more. No extra compensation, however, shall be allowed for switching at turn-around point until the mileage of turn-around trip shall exceed one hundred (100) miles or the hours on duty shall exceed ten (10).

7. When a train crew is on the road between terminals for a time not exceeding in hours the mileage of the run divided by ten, they shall be allowed overtime for all time that they are delayed at initial terminal;—provided that time is one hour or more. If the crew shall be on the road for a time exceeding in hours the mileage of the run divided by ten, then their time shall be figured from the time that the crew leave initial terminal to their arrival at destination. In the latter case, a delay in arrival at destination terminal of thirty (30) minutes or less shall not be counted. Thirty (30) minutes or over shall count as one hour.

8. When trains for which men have been called are abandoned, men will be paid for the time held between times should the time exceed one hour.

#### ARTICLE V.—DEAD-HEAD TIME.

1. Conductors and brakemen will be allowed ten (10) miles per hour for dead-heading on passenger trains. All other dead-heading shall be computed as actual miles run.

2. When freight crews and way cars are ordered dead-head the crews shall accompany their way cars.

3. In ordering crews, the first crew shall run the train, the next crew dead-heading, when such service is required, said crew being ahead of the crew with whom they dead-head, on reaching the terminal of that run.

#### ARTICLE VI.—DISCIPLINE.

1. In case of dismissal or suspension of a man by anyone below the division superintendent in rank, he shall have the right to appeal to the division superintendent for a full and impartial investigation. Should the division superintendent fail to adjust the case, the man may appeal to the general superintendent or the general manager.

2. When a freight conductor or brakeman is taken from his run for an alleged fault, an investigation shall be held ordinarily within three (3) days. If found innocent, he shall receive pay for all time lost at the rate of one hundred (100) miles per day. No punishment is to be fixed without a thorough investigation.

3. No fault will be found with a man who refuses to go out on account of needed rest, eight (8) hours rest being considered sufficient under ordinary circumstances.

4. No employé shall be suspended or discharged on account of representing a committee.

#### ARTICLE VII.—RIGHTS AND PRIVILEGES OF CONDUCTORS AND BRAKEMEN.

1. Conductors will have the right to object to brakemen for cause, and when objections are sustained by facts, they will be furnished other men.

2. In the selection of runs by freight brakemen, it shall be fully understood that it shall be considered no choice in runs, running first in, first out.

3. When men have been in the service of the company for three (3) months or more, and leave the service, they will, if desired, be furnished a letter stating the time and kind of service, and whether leaving on account of resignation or dismissal.

4. Men will not be required to pay fines on account of breakage.

5. When a change of a division or train run requires men to change their place of residence, they will be furnished free transportation for their families and household goods.

6. Men will be allowed to lay off on account of sickness of themselves, their families, to serve on committees, or for good and sufficient reasons, provided due notice is given to the proper officers, so that their places may be filled by other men.

This does not permit men to leave the division

on which they are employed without permission from their superintendent.

7. Any conductor or brakeman having been absent to exceed six (6) consecutive months, thereby forfeits all rights with the company, except in case of sickness, or where leave of absence has been granted. No leave of absence shall be granted to exceed one year, nor re-instatements made after one year's continuous absence, except in case of sickness.

8. The rights of a conductor commence on the day of his promotion, and he shall have the choice of runs to which his age as conductor entitles him, providing he is intellectually and morally fitted for it in the opinion of his superintendent.

9. The rights of a brakeman commence on the day of his first trip, and he shall have the choice of runs to which his age in the service as brakeman entitles him, merit and competency being equal in the judgment of the conductor.

10. The employment of brakemen is placed in the hands of division superintendents, or their representatives.

11. If a brakeman transfers from either the freight or passenger service to the other, he forfeits all rights in the service which he leaves, and will be classed as a new employé, except in case of disability.

12. In examining men on the book of rules for promotion to conductors, the oldest brakeman must have the preference, merit and competency being equal. The company reserves the right, however, to hire conductors outside of the employés of the company, should the service, in the judgment of the officers, demand it. Brakemen entitled to promotion will be promoted, if they are considered competent, after an examination by the division superintendent or his representative. If applicant fails to pass such examination, he may be re-examined at the expiration of three (3) months, if the company is in need of men. If he fails to pass the second examination, he will not be re-examined, nor will he be promoted, and the company reserves the right to dismiss him from the service. The division officer will be the judge of his qualifications.

13. Where passenger crews run over more than one freight division, the oldest freight conductor on either division will be considered as entitled to promotion to passenger runs as above. Nothing in this article shall be considered as preventing the company from employing experienced men when the service requires it.

14. Conductors having charge of trains will be held responsible for their safe management, and have the right to place their brakemen as their best judgment may dictate.

15. When a conductor or brakeman leaves one division of his own accord, to work on another divisions he shall be considered as a new emloyé, but should he be transferred by order of the company, the same rights he possessed on the first division shall be maintained on his return to the same.

#### ARTICLE VIII.—CALLING OF MEN.

1. A book shall be kept in the train dispatcher's office, showing the name of each conductor and brakeman, and his residence. Superintendents shall agree with their men on certain limits within which men shall be called to take their trains, where call boys are provided.

2. Call boys shall be provided with a book in which men shall register their names and the time they are called.

3. Conductors and brakemen shall also register in a book for that purpose in the train dispatcher's office, or other designated place, thirty (30) minutes before their trains are due to leave.

#### ARTICLE IX.—RUNNING OF CREWS.

1. On other than assigned runs the crews will run first in first out.

#### ARTICLE X.—WAY FREIGHTS.

1. All trains loading or unloading way freight, or doing station switching, shall be classed as way freight, and crews shall receive compensation accordingly. This shall not be construed to apply to through trains setting out or picking up car loads or handling small lots of local freight, in case of emergency.

#### ARTICLE XI.—TURN-AROUNDS.

1. Turn-arounds shall be considered as all runs turning at intermediate points on the same date.

#### ARTICLE XII.—TERMINAL STATIONS.

1. A terminal station for freight trains is the end of a freight division as such divisions are determined by time schedule. A terminal station is the initial point or the end of the run of a scheduled train; but for such scheduled train only.

### Preparing for the Immense Traffic Incident to the World's Fair.

The management of the Baltimore & Ohio railroad is preparing for an immense business in 1893 while the World's Fair is open in Chicago. The terminals at Chicago are capable of accommodating a much heavier traffic than is now being done, and important changes are being arranged for the handling of a very heavy freight and passenger business to the west from New York, Philadelphia and Baltimore. New equipment for largely increased passenger business and an extensive stock of freight cars have been ordered. The various roads of the system will be improved by straightened lines, reduced grades, extra side tracks, and interlocking switches. The new line between Chicago Junction and Akron has shortened the distance between Chicago and tide water twenty five miles, and between Pittsburgh and Chicago fifty-eight miles.

The distance between Chicago and Pittsburgh

and Chicago and Cleveland by the construction of the Akron line and the acquisition of the Pittsburgh and Western line and the Valley Railroad of Ohio, is about the same as via the Lake Shore from Cleveland to Chicago, and by the Pennsylvania from Pittsburgh to Chicago. The alignment is to be changed and grades reduced to a maximum of twenty-six feet. It is expected that within twelve months the old Baltimore & Ohio through line between Chicago and the Atlantic Ocean will have passed away and the new line via Pittsburgh be established, with no greater grades or curvature than on any of the trunk lines.

Work has already begun east of Pittsburgh to meet the improvements making west of Pittsburgh. These improvements will consist of additional second and third tracks, a general correction of the alignment, and completion of the double track on the Metropolitan Branch. It is expected that the new through line will be ready simultaneously with the completion of the Belt Line through the City of Baltimore, which is intended to unite the Washington Branch with the Philadelphia Division and do away with the present line via Locust Point. Forty new and powerful locomotive engines were added to the equipment during the last two months, and others are in process of construction; The permanent improvements now under way and in contemplation involve the expenditure of some five millions of dollars.—*Baltimore American*.

#### His Staff.

At the beginning of the civil war a great many people were ignorant of the pomp and splendor of military rank, and the importance of military titles. Their ignorance led to many amusing incidents, one of which is told in connection with General Hardee.

It was at the time that Albert Sidney Johnson was in command at Bowling Green, Kentucky, and General Hardee was ordered with his command from Columbus, Kentucky. At that time the bridge over the Tennessee river at Danville, Tennessee, had not been completed, and the general and his command had to be ferried over the river to cars on the opposite side.

When Gen. Hardee had crossed the river—supposing, of course, that a special car had been provided for him and his military staff—he accosted a brakeman belonging to the train with the question:

"Where shall I and my staff go?"

The brakeman having no idea who the general was, or of what his staff consisted, replied:

"You can go into that car there, and you can stick your old staff out of the window!"—*E. r.*



*Editor Railway Conductor:*

I am happy to say to you that though tied up in the city of St. Louis, I am able to write a few lines to you for my monthly correspondence. We are here on the General Grievance Committee of the Missouri Pacific System, and in this connection I want to say a few words that may be of benefit to the System Grievance Committees of all lines of railroads if they will give it a little attention.

Our business has been very much retarded by members from different localities not presenting themselves at the proper time to commence business. Now this is decidedly wrong. When the divisions of our Order elect members to the General Grievance Committee it is inevitably their duty to be on hand and on time; this is too important a matter to be lightly considered. The expense of such a committee is enormous and must come from the members of the Order upon the several systems to which the committees belong. We found ourselves blocked the first day of our proceedings by just this evil and the second day has passed with but very little accomplished from the same existing evil. There are many things that I would like to bring to the minds of the brothers of our Order. I have had a considerable opportunity lately of discussing the question of the relation which should exist between all railroad organizations, but after serious consideration, I must say that I believe the closest relationship that is possible to be brought about should exist between the conductor and the engineer. Their interests are certainly identical, and the watchful care of the one to the other is easily seen when they are upon duty. If it is possible could not we be brought into such a close relationship that at least we could have a system federation of the conductors and engineers. I know that the majority of the conductors are favorable to this, and I am thoroughly convinced that the same feeling exists among the engineers of our system. I would like to see a co-operation in all things pertaining to the welfare of the two organizations carried out by the proper represen-

tatives of the conductors and the engineers jointly. I think it would go very far towards dispelling all the little difficulties that arise from time to time and cause a feeling of distrust with those who are not thoroughly acquainted with the bottom facts. Could not the conductors appoint a traveling conductor who, in conjunction with the traveling engineer, would be legal authority to settle all difficulties that might arise from time to time upon the several lines of our system, and it would do away with the terrible expense of calling together of the General Grievance Committee for the purpose of considering grievances which we too often find after going thoroughly into them, that there is no ground for complaint. There could in conjunction, be an advisory board for the conductors and engineers, and when such grievances as very frequently are brought up, occur, they could be notified of the fact and could jointly take them into consideration, and I think, adjust them without ever going outside of the division superintendent or the division master mechanic's offices. And would not this relationship, if brought about between the engineer and conductor, be one of the greatest means that has ever been accomplished in this country to do away with the possibility of any strike in the future? We, at least all of us who have had many years of experience, know that the bringing together of the conductor and the brakeman, the engineer and the fireman, is almost utterly impossible, as there are so many young men of the present day who fancy that they should be in the position that the engineer and the conductor are in, long before they have had experience enough to warrant their advancement to those positions; therefore we are confronted with to my mind the most obnoxious article that could ever be presented upon a railroad—I mean seniority. I am convinced that this is not only a curse to the conductor and engineer, but to the brakeman and the fireman, and certainly is the most damaging article to-day that the railroad superintendent and managers have to contend with. If this clause was abrogated from our schedules and the brakeman

and fireman would have confidence in the conductor and engineer to speak or advance their cause before the superintendent or master mechanic those who are thoroughly conversant with their business and true competent men, would be advanced just as they were years ago, and those that have no consideration outside of the fact that seniority would force them to their place, although they knew they were incompetent, (and only from the fact that they were the senior men) would have to take the back seat, and would not this have a great tendency to reduce the surplus railroad men that the country is being flooded with at the present time? We find too often, men who have no consideration beyond the fact that pay-day comes about the 15th, and that they can possibly beat their board bills and get away to some other city, some other road, and should they be caught short, the conductor, the engineer, the brakeman and fireman, who are steady, hard working, reliable men, will at least feed them and sleep them, not taking into consideration the fact that they are unworthy of any consideration at their hands whatever. I hope to see the day when these things will be to a considerable extent remedied and when men of good habits, of sterling ability, will not be held back from the fact that a few cracker-brained idiots can force themselves through seniority into positions that they will never be competent to fill. I would again call your attention to the fact that there are many things that should be taken into consideration at our next Grand Division, and I hope that there is no division of the Order that will allow the opportunity to go by that they have between now and May 10th, of presenting all these questions and making their delegates thoroughly conversant with their wishes in the changes that should be made. I again call your attention to the fact that there is too much indifference existing towards the insurance of our Order. There are many, I find, of the new members who are carried away with the mistaken idea that although the law says they must take out at last \$1,000 to become members, that on the presentation of the first or second assessment they allow themselves to become delinquent and still desire to hold themselves in full membership with the Order. Now this is a gross mistake, and no member should be allowed a seat in our division rooms who has been suspended for non-payment of his insurance assessments, and I can see no other way of compelling members to keep up their insurance than to assure them that, by forfeiture of insurance their membership is also forfeited, and before they can be reinstated, either into their division or into the insurance, they must sign a medical examination,

which I fear in many cases would debar the member from coming into our division. I think that this question should be taken up at every meeting and thoroughly brought before the brothers in their division rooms by some member who is competent and thoroughly acquainted with the laws of our Order. I hope that the brothers will pardon me if I seem to be a crank upon these several questions, but I am at least honest in every opinion that I advance, and my sole purpose is the bettering of the condition of our beloved organization and to try to force upon the minds of the careless members of our Order the importance of protecting themselves, their wives, their children, their mothers or sisters, from the possibility of want or the possibility of having to call upon the members of the Order or their friends to do something for them that they have had the opportunity to do for themselves. These are my sentiments, truly expressed and for the best interests of our beloved organization.

I am yours in P. F.,

Division 55.

W. WELCH.

YOKUM, Texas, Feb. 26, 1893.

*Editor Railway Conductor:*

Seeing that my last article missed your waste paper basket, gives me some encouragement to try my hand again, this time against that word which is the curse of all railway employes—seniority. And further than this I will begin my remarks by attaching the blame of its inception where it rightfully belongs, on the conductors and engineers.

Some eight years ago conductors and engineers came to the conclusion that the superintendents and train masters all over our great country were showing too many favors to their poor relations, at the expense of some of the oldest men employed on the several roads of our country, and in order to head them off in this kind of work, the seniority clauses commenced to make their appearance in all the new contracts. I am of the opinion that at the time of its inception they little thought of how the seniority clause would act in the future, and not enough discussion was had upon the subject, or seniority in service would have met its fate in an early death and not have been "cast out like a boomerang," to come back and "knock us down," later on.

Take a conductor now in search of employment, and start him out with the best recommendations possible to get. He walks up to a superintendent with whom in olden times he used to run on opposite runs, without a doubt in his mind that his friend, the superintendent, will "push" him into a good passenger train the first jump

out of the box. They shake hands as of old, commence talking of old times and friends long ago gone. The subject finally comes up of how he comes there, and the letters of recommendation are shown. The superintendent lowers his brow, for he recognizes the fact that he can do nothing for his old friend, except possibly, to place his name on the extra list, and use him as a brakeman, there to take his turn with the other employes and work his way gradually and "slowly" up again to the top round of the ladder.

And your seniority contracts are to blame for this state of affairs.

You, of course, lay the blame on the brakemen, but God knows you are wrong. You built your ladder from the second story to the roof of your house and started to climb up from there out onto the roof, while the brakeman only built his from the ground up to connect with your ladder, and when you get the roof too full and fall off, you are then requesting the privilege of using the brakemen's ladder, and so long as the ladder built by yourselves requires age in service to enable you to climb it, you will find their ladder the same in every respect.

Be lenient with your employers, allow them the privilege of hiring whom "they see fit," and not compel him to give "hobos" and "cotton pickers" work. Throw away these old ideas and pick up new ones, and let seniority be buried so deep that to dig forever it would never be resurrected, and you will find that the brakemen are very willing to help you bury it, for what hurts us of course hurts them, they at one time or other having to travel over the same route as we do.

Well, Brother Editor, enough of this subject. We are working on two applications and others in sight. Both Brothers W. B. Goode and Mounger, are running extra passenger now, and are making almost full time.

Brother Shampaign is the "G. Y. M." at Alice, with Brother Ashley, of Kaw Valley Division, assisting him. Tim Curtin, of same division, is running over the "hurricane deck" for Brother J. H. Harrigan of Pueblo Division.

Several other visiting members—among the lot Brother Charles Davidson, of New Orleans Division 108—are here awaiting the "stock rush," which will begin before long on this road.

So, far the big, overgrown Southern Pacific road has not "swallowed" the "Aransas Pass," it having tried it repeatedly, but "gagged at every exertion," and at present the legislature has put a stop to the exertion, by getting an injunction out against any road in Texas operating parallel lines of road in this state.

Hoping you will not get tired of all this nonsense from the southwest, I will close.

Yours truly in P. F.,

A BEGINNER.

MACON, GA., Jan. 13, 1893.

*Editor Railway Conductor.*

"Some men are born to fame and honor, some achieve it, and some have it thrust upon them." When Division No. 123 elected me correspondent for '93, I beg you believe the honor reached me through the last named channel.

Recognizing my incompetency I declined this honor oftener than Cæsar put aside a kingly crown.

But my friends were doubtless more persistent than Cæsar's, for finally I accepted, and he never did.

My chief reason for accepting, however, was not that I thought myself at all fitted for the duties, but I feared I might share Cæsar's fate if I still declined.

You will discover before long, if not already, that the hand that penned this is far more familiar with the ticket punch and bell cord than the pen, and the man who has undertaken the task of furnishing you news from this part of the vineyard is more in his element when persuading a tramp that he cannot ride at a reduced rate, or a hilarious "cracker" that the train does not belong to him.

We had our annual election of officers and re-elected the old set. We decided the harness fitted them so well we would let them wear it another year, and for the same reason Brother Hall was selected to represent us in the next Grand Division.

Our division, after floundering around in the mire of internal dissension for awhile, has gotten her head above water again and is drifting along quite smoothly. Drifting is hardly the word, however, for that implies no pilot, rudder or propeller, when we have all three. A good attendance every meeting is a propelling power that will carry any division to the high road to success if they have a loyal pilot and a reliable rudder. We began the new year with 109 members in good standing, and will receive several more in the near future.

We have that which all divisions need and which our division found, until a year ago, so difficult to secure—a good secretary and treasurer. Bro. B. is a success, and a hustler to collect. He seems so eminently fitted for that line I wonder he does not open a collecting agency.

At the risk of having you throw out a red light on me, I cannot leave off until I send a word of

sympathy to our brothers of the northwest—our snow-bound brothers. I often think of them clinging to ice covered railings and blinded by blizzards as they crawl from coach to coach, while the "Quickstep" or "Dixie Flyer" rattles us along through the balmy air of the land of flowers. True, the frost king makes us a pop call occasionally, but he never wears out his welcome by the length of his stay. He called a few days since, but even now we can barely trace on the northern horizon the gleam of the bayonets carried by his retreating forces. I'd bottle and ship to my friend on the M. C. R. R. a little of our January atmosphere, fragrant with the perfume of flowers, if I could, but as that is impossible, if he enjoys it he must imitate the example of the frost king and make us a call.

I forgot to state that Bro. W. H. H. D. was appointed agent for THE CONDUCTOR for '93, and I think he will send you in quite a good list of subscribers. As soon as the appointment was made he arose and announced that the subscription list was now open and he was prepared for all comers. If he is as devoted to this as he has always been in all matters pertaining to the O. R. C., he will succeed.

Bro. D. came to us from your state about a year ago feeling very lonely on account of the scarcity of companions he had been accustomed to. However, we have filled him so full of "tariff for revenue only" that I think he can hardly be kept from Washington when the great event takes place in March.

G. L. W.

WILKES-BARRE, Pa., Jan. 29, 1893.

*Editor Railway Conductor.*

Having read the article in this month's CONDUCTOR from "E. M. A.," Northumberland, Pa., I fully concur with the brother on the liquor question, and I think I voice the sentiments of Wyoming Valley Division 160, when I say the clause should be stricken from our laws. I think it is the duty of all divisions to take the matter up and discuss it, not in a spirit of malice, nor as a drunkard, but as a sober, intelligent people. The convention is not very far off, and when their delegates go to Toledo, they will know how to vote on the question whether his own sentiments or that of the division. We all believe in sobriety, but if a member who has belonged to the Order since it was first organized, one who has never had a charge preferred against him, always worked for the good of the Order, but old age, or perhaps he may lose his position by some accident, or different ways, he embarks in the hotel, or saloon, or wholesale liquor business, then comes where the wrong is. He can no longer

minge with his old associates, he is frowned upon, he has embarked in an unlawful business. What, an unlawful business? Does not the highest authority of the land say it is lawful. The U. S. Government says so. Then why should we say it is not. Suppose the U. S. Government should say we will stop every one from drinking anything except cold water, either tea, coffee or hot water. Would we not make a great kick? Now I may have spoken too freely on the subject, but I would like to see some action taken. I always abide by a constituted majority. If it is lawful to drink it, why is it not lawful to sell it. If no one was admitted into the Order that indulged, there would not be a quorum at the convention. Should you think this worth the space in THE CONDUCTOR, I will lay off one day to read it.

Yours in P. F.,

JAMES FINLEY.

NEW YORK, Feb. 22, 1893.

*Editor Railway Conductor:*

The New York *Evening Post* of Feb. 21st, contained an article from its Chicago correspondent, on the railroad situation in the World's Fair city, in which the possibility of a strike among railroad employes was discussed, followed by what was purported to be the opinions of a number of railroad officials. One paragraph in particular was noticeable. It was as follows:

An ex-railway manager of standing said: "I hardly think there will be a general strike of railroad employes. The work, associations and sympathies of the different branches are widely divergent. The conductors and telegraphers certainly have no interest in common with the switchmen, who seem to have started the movement. But it is an easy matter to make conductors out of men of ordinary education and intelligence, and I can stock the biggest railroad in the country with competent conductors in short order. As for switchmen, their places can readily be filled. The country is also full of men who have learned telegraphy, and they will only be too glad to secure places."

If the foregoing sentiments were uttered by an "ex-manager," it is no wonder that he is privileged to write "ex" before his name, for certainly he shows a lack of what he is loath to credit to conductors—ordinary intelligence.

While it may be true that among the conductors of this country there may not be very many men of college education, I challenge this "ex-manager" to find a class of men possessing greater intelligence than is to be found among the ranks of the conductors whom he aims to slur.

Many of the men who to-day occupy the highest positions in the management of the great railroads, were at one time "knights of the punch."

There is Chauncy M. Depew, of the New York Central, who at one time had a "run" on the very road of which he is now the head; W. F. Halsted, general manager of the D. L. & W., punched tickets on that road years ago, and there is A. T. Palmer of the 7-9, formerly an old Erie man; C. D. Hammond of the D. & H. R. R., and hundreds of others in positions of trust and importance; men who have risen in the ranks which this "ex-manager" states would be an easy matter to fill with men of "ordinary education and intelligence."

The traveling public is to be congratulated that it does not have to ride on any road under the direction of this well informed "ex-manager," who would select his conductors with the same discriminating care that he would his day laborers.

In conclusion, I want to say that in the experience of twenty years as a railroad man, and as a member of the great O. R. C., that I have found conductors, as a class, to be more competent and intelligent than any other class of business men whose duties require calm judgment and executive ability. The history of railroading bears on its pages the records of thousands of instances of human life and property saved and protected by the intelligence of conductors, whose loyalty and fidelity prove that they were more than men of "ordinary education and intelligence."

If I have taken up too much space, pardon me, but my regard for the honor of the Order compels me to free my mind.

Yours in P. F.,

JOHN E. SAMMONS,

No. 366 117th street, New York City.

GALESBURG, Ill., Feb. 2, 1893.

*Editor Railway Conductor:*

As this is the celebrated ground hog day, and having been elected correspondent, I am going to imitate the ground hog, but will differ with him in one instance. If I see my shadow in the monthly I promise to come out in just four weeks instead of six. The readers of the monthly have not seen an article from Galesburg Division 83 for so long that I expect they think we have dropped out of existence, but I wish to inform them that such is not the case, and if through the columns of the monthly any Brother or Brothers and their families could be prevailed upon to make us a visit we would show them one of the liveliest divisions in existence.

We also have one of the largest ladies' auxiliaries in the United States. So you can see we are prepared to entertain Sisters as well as Brothers. In addition to this we have the finest hall in the

state, which is under the full control of Division 83, having just been completed under plans produced by our own board of trustees and leased by us for a period of ten years, and as much longer as we wish.

Galesburg Division 83, has a membership of 110, and applications coming in all the time. The officers of the division are as follows: G. F. Conley, C. C.; Charles Stofft, A. C. C.; C. E. Smith, S. & T.; J. N. Saffer, S. C.; C. C. Cawlan, J. C.; G. M. Palmer, I. S.; J. C. Weidenhamer, O. S.; Division Committee, O. N. Marshall, Chairman, G. A. Griffin, S. M., Henderson. And I will say without fear of contradiction that any grievance put in this committee's hands will be handled in a manner that cannot be but satisfactory to all concerned. I had almost forgotten to mention that Brother O. N. Marshall will represent us at the grand division, with G. A. Griffin as alternate, and I can promise you that you will find either of these Brothers wide awake, especially in the interest of the Order of Railway Conductors.

As I have taken more space than I intended I will, as the old saying is, let a man talk that has some sense.

Yours in P. F.,

J. N. SAFFER.

NEWARK, Ohio, Feb. 21, 1893.

*Editor Railway Conductor:*

Licking Division is still alive and flourishing. We have about ninety members in good standing and "good working order." Everything going along smoothly. Last evening about twenty of the Brothers invaded Chief Conductor S. F. Moore's residence, 33 Clinton street, for the purpose of presenting him a lamp. Brother Moore had just come in on his run, and the boys caught him napping. After the first surprise to Brother Moore, Brother Frank Woodward stepped forward, and in a few appropriate remarks, presented him with a handsome silver lamp in behalf of the division. Brother Moore very feelingly responded, thanking the Brothers for their appreciation of his services, assuring them he would cherish the lamp as coming through love and esteem. Sister Moore being equal to the occasion, after some little time had been spent in social chat, invited the Brothers to a sumptuous meal, under which "the table groaned." Of course the boys all enjoyed the repast, yet none more than Brothers Thornton and Caldwell. After supper, Brother Moore being himself again, gave the boys a treat in a very neat little talk for the good of the Order, and on the welfare of Licking Division. About eleven o'clock the party bid Brother Moore and

family good night, and all went their way, each one echoing in his heart the blessing of Rip Van Winkle: "May they live long and be happy," or the wish of Tinny Tim: "God bless 'em every one."

Yours in P. F.,

FRANK WOODWARD,

Correspondent Licking Division, 90 Gay street,  
Newark, Ohio.

WILKES-BARRE, PA.

*Editor Railway Conductor:*

As our division has elected me correspondent for THE CONDUCTOR, I thought I would try and let the readers know how we are doing business in Division No. 160. We have a good working lot of members (in fact they are always working), but I must say at our meeting held Dec. 4, 1892, we had a very large gathering, I think about 45 members, but then it was election of officers and that helped to bring the boys out. There was a great difference on Dec. 18, when we held a public installation. I think we had about 15 members present. The following officers were elected for the year 1893: James Finley, C. C.; W. H. Hubble, A. C. C.; Jos. H. Keithline, S. and T.; S. D. Brown, S. C.; James Corrigan, J. C.; Peter Strome, I. S.; Lewis Coonrod, O. S.; John Law, Delegate to Grand Division; J. H. Keithline, Alternate.

On Sunday, Dec. 18, we held a public installation and invited the L. A. to attend, which they did, and I must say I was proud to see them present. Brother Collins opened the meeting, and the hall was given to the ladies, who proceeded to install their officers, which was done by Mrs. Kline, of Eastern Star Division L. A., of Sunbury. After the officers of Springer Division No. 20 were installed, Past C. C., Brother Marsden, and Brother Fairchilds, installed the officers of Division No. 160. Now, Brother Editor, I hope this item will not go in the waste basket, as it is my first attempt as a writer for THE CONDUCTOR, and Division No. 160 is such a stranger to the readers of the same; but I must say we have a good lot of members who live up to the laws of the Order and respect their grand officers, although they have not had the pleasure of seeing any of them, except Brother Wilkins, and all the Brothers will bear me out in saying that he has always been welcome when he comes to visit us. The Brothers would all be glad to have the pleasure of seeing our worthy G. C. C., Brother E. E. Clark, among us some time in the near future, as at the late union meeting held in our city he was so much praised by strangers who we met there that had been in company with him at such meetings. I would very much like to say something

about Division No. 20 L. A.'s entertainment and supper, which they held Wednesday evening Dec. 14th, but as I have taken up so much of your time I herewith enclose a copy of the Wilkes-Barre *Sunday News-Dealer*, and I could not say any more for them than you will find in it.

With my best wishes for you and the Order in general, I remain

Yours in P. F.,

JAMES FINLEY.

ELMIRA, N. Y., Feb. 8, 1893.

*Editor Railway Conductor:*

E. M. A., writing from Northumberland, Pa., under date of Nov. 29, to THE CONDUCTOR in reference to Brother Jacob Felsing in connection with that clause in our laws which prohibits a member from engaging in the sale of intoxicating liquors, I for one, am glad to see a suggestion to get rid of that clause, and if I was capable I would write a good long article in favor of an amendment that would leave the clause referred to out of our laws altogether. But I am sorry to say I am not a writer. However, I will try to express my opinion of it by saying that I think at the next session of our grand division it should be laid in its little grave beside its mate, that departed at Rochester, A. D., 1890. For as many times as I have thought of it and wondered what it was there for, I could come to no other conclusion but that the object in view was the same precisely as was aimed at in that clause—and in my opinion, the present clause cuts no figure in our organization whatever, except as a senseless and absurd interference with the member's personal rights outside of their profession. And why does the Order want to do that? I don't believe they do. Perhaps they feared that members might degrade themselves by selling liquor. Well, why stop at liquor selling then, if you please? Just stop and think for a moment how many other vocations called business that a man might engage in that is more disreputable than selling spiritous liquors. It is not the liquor business that disgraces the person who engages in its traffic, but it is the way they conduct it, and in our case the remedy is amply and wisely provided in Article 4, Sec. 1, of the statute, where you will find the following sentence: "Should it come to the knowledge of any member that any other member has conducted himself in a manner unbecoming a brother, and which may bring disgrace upon the Order, it is the duty to prefer charges against the offending Brother, etc." And now, to those of you who may read this letter, please do not judge me to be an intemperate man, because I am not, but just the reverse, and I be-

lieve in all the restrictions in our laws against the use of intoxicating liquors by its members as a beverage, and I would be willing to make it stronger than we now have it in Article 4, Sec. 11, where it reads: "Being intoxicated while on duty he shall be expelled." I would say, being intoxicated on or off duty he should be expelled. But if a friend and O. R. C. Brother is offered a position in Messrs. Acker, Merrall & Condit, H. K. Thurber & Co., The Richelieu, or any other reputable firm, where he would come within the clause of engaging in the sale of intoxicating liquors or should he desire to engage in the drug business, in which spirituous liquors are always sold as medicine, he must withdraw or be expelled from our Order. It makes me feel a little ashamed, as though there was some hypocrisy being practiced, because we all will accept the hospitality of all such members. Do you want any further illustrations? I think not. H. C. H.

#### Jack Sterling a Hero.

Nearly all the readers of the *Traveler* are acquainted with Conductor Jack Sterling, of the Missouri Pacific road. They know him to be a man small in stature, mild mannered, rather quiet and of a reserved disposition. Years of acquaintance with Jack would not lead you to believe that he was a man of iron nerve, but many times the best article is done up in the smallest package. It is never known what is in a man until he is tried. For years Conductor Jack has run a train on the branch from here to Dexter. To Dexter and return has been his routine work. There was never anything to relieve the humdrum of every day life. It was just the same thing every day, collect fares and punch tickets. Recently Jack concluded he wanted a vacation and he secured a thirty days' leave of absence. Packing his grip, he and Mrs. Sterling went to the gulf. They have been visiting in the principal cities along the coast and their visit has been a round of pleasure. It is even reported that Jack took exceedingly well with the southern belles and he fascinated them with his pleasantries. Recently an excursion on the gulf was arranged and quite a large party chartered a yacht and started. Jack entertained his friends with reminiscences of his experience on board a man-of-war along the African coast. Suddenly, without the slightest warning, when the party was having the gayest time, a terrific squall came up. The yacht was some distance from shore and was caught in it. Every instant it appeared as if the boat would be capsized and all would be buried beneath the waves. To add to the confusion the captain lost his head and fell upon his knees and the yacht was at the mercy of the waves. At this moment a messiah appeared upon the scene in the person of Jack Sterling. A panorama of Conductor Jack's life flitted before his mind's eye and he concluded he did not want to go down by the water route. He remembered he couldn't swim, and that he had brought his train in over the Grouse Valley road and he concluded he could anchor the yacht safely in the harbor. It was a supreme

moment but Jack was equal to the occasion. He took charge of the boat and after enjoying high life upon the ocean wave for an hour anchored at the wharf and the entire party went to the hotel where Jack was given a banquet. To escape the praise which was showered upon him he left the next day for Hot Springs, where he and his wife are now.—*Arkansas City (Kas.) Traveler.*

Jack is chief of Division No. 245 of the Order.

SAVANNAH, Ga., Feb. 7, 1893.

*Editor Railway Conductor.*

To THE CONDUCTOR and its readers I wish, as the newly elected correspondent, to present Savannah Division 218. Not as a new division, however, but as one that is almost a stranger to the glittering pages of THE CONDUCTOR. Our division is in a most prosperous condition with a membership of seventy-five and runs regularly on "schedule time." Our attendance is good and a great deal of interest is manifested by all the brothers.

We meet in the K. of P. hall the first and third Sundays of each month. At our annual election of officers in December the following were elected to be our leaders for the present year, and the general verdict is that they are all good conservative officers. Brother C. N. DeGraffenreid, who for the past four years has filled the position of S. and T. to the satisfaction of all, was elected C. C. with Bro. J. L. Brothers, assistant C. C. A better secretary and treasurer could not have been found than Brother Julius Bacot, who so gracefully pulls the bell line on a fast passenger from here to Jacksonville, Fla. Brother T. L. Ogier was given the important position of S. C., and Brother W. H. Dowling, J. C.; Brother E. R. Carswell was elected I. S., and Brother W. H. Lafton, who is the life of the division, was elected O. S.

The Grand Convention will again be honored by the presence of Brother W. H. Wright as a delegate from our division. Wishing THE CONDUCTOR much prosperity, I remain yours in P. F.

J. L. B.

#### Federation.

McCOMB CITY, Miss., Feb. 24, '93.

At the present time the motto, "United we stand, divided we fall," seems to be more apparent to all organizations of railway employees than at any previous time in the history of organized labor.

Therefore let us federate. By us I mean the B. L. E., B. L. F., B. R. T., O. R. C., O. R. T., S. M. A. A. and T. D. A. These being the seven organizations working directly in the transportation department of railroad traffic.

We can form a board of federation, to be com-

posed of one man from each order named, the office to be filled by an election held in and by the grand lodge at its annual meeting, then the seven men so elected could choose a chief from amongst the good men of one of the orders.

To make a success of a union of railway employes, strict seniority should be dropped and merit with time of service be used in giving positions to men; for those of equal merit the man longest in the employment of the company should be promoted first.

Each member of the board of federation should be required to give his whole time to the interest of the federation, and all except the chief should be paid a salary by the grand lodge from which they are elected, the chief's salary to be paid by the seven orders, each one paying one-seventh of it.

The federation officers should try to settle with the general officers of railways any grievance that cannot be settled by the local or system grievance committee, and if the board cannot settle satisfactorily in the presence of the local grievance committee and a grand officer of one or more of the organizations, then the board should over the signature of their chief order a strike. All strikes to be declared on or off by the board through the chief of the same.

We should not uphold or favor any man who did not have a card of one of the organizations, and we should not keep any one in either of the orders who would not pay his debts, and be sober when called to go to work. By this method we would soon get all railway officials to hire only federation men, and also a man with a card could go to a hotel, and, although a stranger, he could eat regularly, as the proprietor would say he was all right or he would not have a traveling card. And if a man with a card should beat a bill, it should be the duty of the first federation man who should learn of such a case, to bring it before a lodge of one of the orders, and that lodge should immediately notify the board of federation and the grand and subordinate lodge to which this man might belong that their card No. — was in the hands of a dishonest man. And the man should be notified to pay the bill and his card be advertised as in wrong hands, to be taken up and sent to his subordinate lodge by the first man who could get it, and such a man should not be allowed another traveling card until the complaint was satisfied.

As at present there are so many railroad men out of employment, let us do as the O. R. T. are trying to do, and not learn but very few men our business, and if a man will learn to be a brakeman or fireman, he should be required first to

pass the same book examination that experienced men must pass, then he could go on the road and learn to do his work by experience until the conductor or engineer with whom he was learning would be willing to risk him as an experienced man, but if after a student is put to work three men should find him incompetent in any way, let him try once more to learn his trade by experience on a train on which there should be a full crew of men, drawing pay, not counting the student.

By this method railroad men would not increase so fast in number, and in a few years we would find all of the experienced, industrious, sober and honest men with jobs and but a few of any other class in the railway service, thus raising us to a level with the men of any other calling in the estimation of the world. So we would not be as now, considered by a great many, as a lot of drunkards and deadbeats.

By having a national federation and standing together for the rights of every member of the federation, and making competency the main basis for promotion, and let seniority follow merit in all cases, we would soon find men striving to be the best worker and most economical with the time and property of the company that runs the pay car once a month for their benefit.

It is very plain to be seen by all that labor can not profit by the downfall of capital, neither can the capitalist make money out of his investment except by the aid of labor.

Therefore, I say, capital and labor must go "hand in hand," and work in friendship to secure the greatest amount of success to either. Hence in settling all differences between the employé and employer, it should always be our aim to settle by arbitration, giving to capital a show for a reasonable dividend after paying all expenses, for if a man does not gain by his investment this year he cannot be expected to put more money in the same work next year. That would be like a man overpowered by robbers, (and his money taken from his room) saying to the robbers, "I am going to put one hundred thousand dollars in this room in three minutes from now and there is no one but me to take care of it, and I have no arms to defend myself with."

A F. ADVOCATE.

#### A Card of Thanks.

We return our sincere thanks to the grand secretary and treasurer, Wm. P. Daniels, of Cedar Rapids, and Jno. F. Berry, secretary, and treasurer of the Wasatch Division, No. 124, Ogden, Utah, both of the Order of Railway Conductors, for their kindness and for the promptness in paying the insurance for the death of our son Charles Harter. May the Order ever prosper, is the wish of his parents.

MR. AND MRS. C. N. HARTER.  
Covington, Ind., Feb'y 15, 1893.

SEYMOUR, Ind., March. 5, 1893.

*Editor Railway Conductor:*

Contrary to expectations of the undersigned, THE CONDUCTOR came out as usual on time in February. Owing to a combination of circumstances our usual letter from Division 301 has not been sent, and we were all in doubt as to just how it might affect the publication, but upon more mature thought, we find THE CONDUCTOR was started some time before the above named division was organized. The writer, as the one most directly interested, sincerely hopes that its omission will not seriously interfere with his salary, as generously allowed him by big hearted brethren, for he is contemplating the erection of a stone front in the far distant future, with a portion of it (the salary), and experience has taught us that financial disappointments are among the most to be dreaded. The month of March finds our division in first-class shape in every particular. We have moved to a new hall, as the directory will show, and everything is neat and cozy. Our members are all in good standing, and but little grievance in sight, except by the chronic griever, who will always grieve, if for nothing else, then because there is nothing to grieve over. A recent letter from C. C., of Roodhouse, Ill., Division 97, informs us that we are not alone in our criticisms of present manner of issuing assessment notices. By all means let some way be adopted at the coming convention that will lessen the expense of remitting. Instead of the Grand Secretary sending, at expense of the Order, a notice and afterward a receipt, besides at least seven cents per member to be paid by themselves in remitting for each assessment, let some plan be agreed upon whereby we can pay a stated amount each month, and pay it to local insurance secretary or include it in the duties of division S. and T. This expense could be very profitably directed in other channels, thereby doing somebody some good. Besides, the above plan would certainly lessen the expense for clerk hire in the grand office, and that in turn must lessen the expense of members. If necessary, a special assessment could be issued at any time, and limited, as it would be, they could certainly be kept track of more easily than the monthly assessments.

Since the date of our organization as an Order Division, October 31, 1891, our assessments have been one dollar per policy every month, and in two instances we have had double headers, yet there are members all over the country who would not remit until an assessment was received, if it did not come for six months, and still would not blame themselves for being delinquent. Ex-

perience goes to show that the matter of finance or its collection should be simplified, and placed at the lowest possible point, or else dissatisfaction is bound to reign. Other new labor organizations are already in the field with extra inducements as to cheapness, and while no serious fears are entertained as to the inroads it may make on the ranks of Order men, the boys will naturally go to the new if it is the best, just as they will go to a new boarding house along the line.

From the press we learn that the new is about to start out with the brightest of hopes, and while it may not be the best, neither the worst, it is presumably intended to supply a long felt want. The old is good enough for your humble servant, with such changes as he and his division may suggest at intervals—a right that we have, and when all efforts toward remedying such matters as our judgment suggest as wrong, fail, then we will start another new one, for "the more the merrier."

If things continue as they are doing there will soon be such a conglomerated mass of organizations that we will just divide up, and each man have one of his own and be his own officer, supreme council and all, and federate with our wives. More anon.

Yours in P. F.,

C. W. M.

At a regular meeting of Kincaid Division No. 150, Order of Railway Conductors, held January 22d, 1893, the following was adopted:

WHEREAS. It is proposed to again introduce in to the legislature the bill compelling the weekly payment of wages on steam surface railroads, and whereas, we believe it to be detrimental to the interests of railway employes, and that the claim that upon weekly payments they can buy for cash and to better advantage, is a delusive one. If one man gets \$ 5.00 Saturday night, and can pay cash one week why cannot another man who gets \$60.00 or four times as much pay cash for four weeks. If men will keep away from poker, pool and bar-rooms it will make no difference to them whether they are paid weekly or monthly, if they get it regularly. While on the other hand, there is a class of men on all railroads to whom pay day is an injury, assertions to the contrary notwithstanding, and to them it means four injuries a month instead of one. Railroads, unlike factories whose employes are all in one place, and can be paid weekly without much additional expense, would be obliged to employ additional clerks and paymasters, extra engines and cars, fuel and oil, engineers, firemen, conductors and brakemen. This extra expense, which would be large, would not be borne by the companies when forced upon them, but would eventually come out of the employes by reductions in one way and another, thus injuring those whom it seeks to benefit. Therefore, be it

Resolved, That we, the members of Kincaid Division No. 150, Order of Railway Conductors, do earnestly protest against the passage of this bill, that senators and assemblymen be requested to use their influence, voice and vote against it, and that a copy of these resolutions be sent to each division of the Order in the state for their endorsement.

Signed: DANIEL SHOEMAKER, }  
F. E. TRWKSURY, } Committee.



The publishers of *The National Magazine* have acquired the *Magazine of American History*, which was edited by Mrs. Martha J. Lamb until her death on January 3rd last. With the February issue these two leading historical journals are merged into one, and the name, *Magazine of American History*, that of the older periodical, now in its 29th volume, is retained. General James Grant Wilson well known as an editor of important historical works, including Appleton's *Cyclopaedia of American Biography*, will edit the new magazine, which is enlarged more than thirty pages, while the price is reduced from \$5 to \$4 per annum. The historical prize competition, inaugurated by *The National Magazine*, and offering \$2,000 in 14 prizes, is continued by the *Magazine of American History*. The conditions of the original contest are unchanged and particulars can be had by sending a stamp to the *Magazine of American History*, 132 Nassau St., New York City.

Every admirer of the beautiful in art should take advantage of the splendid offer made by *The Home-Maker* magazine, which is giving a coupon to its readers that will enable them to secure "A Yard of Chrysanthemums" and a magnificent photochrome of Tennyson, Bryant, Whittier, or Longfellow, all beautiful reproductions in three tints, and well fitted to grace the walls of any home. This coupon is printed in the magazine. *The Home-Maker* magazine is steadily attaining an enormous circulation, due to its excellent articles, its superb illustrations, and above all, its untiring efforts to secure matter of interest to every class of readers. People have discovered that they find everything, both practical and intellectual, in *The Home-Maker* magazine for \$2 a year, and this is the reason why *The Home-Maker* is becoming one of the most popular and widely circulated magazines in this country. Its recent growth has been phenomenal.

*Scribner's Magazine* for March contains several remarkable articles in the line of "personal reminiscences and memoirs" which were announced to be one of the features of the year. Through

the courtesy of a granddaughter of the great naturalist, J. J. Audubon, the publishers are able to present in this number "Audubon's Story of his Youth," a charming bit of autobiography written by the naturalist for his children, and accidentally found in an old calf-skin bound volume where it had been hidden for many years. This narrative has never been even privately printed, and is the fascinating story of the romantic youth and the love-story of the great man whose personality was always most picturesque. The illustrations are from rare old portraits in the possession of the family—one of them a reproduction of the portrait of George Washington, presented to Audubon by the General before going into winter-quarters at Valley Forge.

*The Cosmopolitan* offers fifteen hundred dollars, in four prizes of one thousand dollars, three hundred dollars, one hundred dollars, and one hundred dollars, respectively, for the four water colors which shall be chosen by a committee from such drawings as may be submitted by the artists of the United States or Europe on or before twelve o'clock on the first day of December, eighteen hundred and ninety-three. The subjects are to be selected from the life of Christ, taking those scenes which teach in the highest forms the lessons of love, patience, humility and forbearance, with fidelity, as far as may be, to the actual surroundings and conditions of the period. The treatment should be calculated for single-page reproduction in *The Cosmopolitan*, in size five by eight inches. The subjects to be suitable, as far as possible, for use in stained glass for church or cathedral. The originals for which prizes are awarded will become the property of *The Cosmopolitan*. The drawings should be shipped securely packed, and addressed: "Submitted to Art Committee, *Cosmopolitan Magazine*, Sixth Avenue and Eleventh street, New York," and in the upper left-hand corner: "Not to be opened before first day of December, eighteen hundred and ninety-three."

*Outing* for March is an excellent number, containing many interesting articles of fiction, sport

and travel, and as usual, carries fine illustrations. The contents are as follows: "Chasers and Chasing in Ireland," by Capt. T. Blackwell; "Shooting in Japan," by S. Hartman; "The Flagellante's Sin," by Therese M. Randall; "Fishing Through the Ice," by Ed. W. Sandys; "Eider-Shooting in Cape Breton," by W. H. Mac; "Lenz's World Tour Awheel," "Track Athletics at Yale," by S. Scoville, Jr.; "Through Darkest America" (concluded), by Mrs. K. White; "Yachting Around San Francisco Bay," by Chas. H. Shinn; "Militia and National Guard of Ohio," by Lieut. W. H. C. Bowen, U. S. A.; "Harry's Career at Yale" (concluded), by John Seymour Wood; "A Dog's Ghost," by Geoff; "The Tell-tale Mirror," by Herman Rave; "A Glimpse at the Northland," by F. Houghton, and the usual editorials, poems, records, etc.

Perhaps the most notable special article in the current number of *St. Nicholas* is that of Mr. Talcott Williams upon "Philadelphia." This paper is one of a series describing the more important cities in the United States. Mr. Williams gives as a sub-title, "A City of Homes," and makes this his text for the declaration that Philadelphia is in certain respects the most successful of American cities. He claims that as municipalities exist primarily to give homes to their citizens, and as Philadelphia gives homes to the largest proportion of the dwellers in the city, therefore it is entitled to claim pre-eminence in that for which cities are designed. It is not easy to find a flaw in his demonstration, and it is hard not to follow the argument to the end, admiring not only the author's logic, but the ease and simplicity of his style. The article is fully illustrated, and should appeal not only to residents of the Quaker City, but to all who admire American institutions.

The *Century* for March contains a unique feature in an account from the manuscript of Captain Thomas Ussher, R. N., of "Napoleon's Deportation to Elba," in which is given a familiar account of all the circumstances of the trip, and a careful report of Napoleon's frank comments on men and events. The article is preceded by a portrait and a short sketch of Captain Ussher, who was the officer in charge, and the frontispiece of the magazine is appropriately an engraving from the bas relief of Napoleon by Boizot, which was the property of Joseph Bonaparte, and is now in the possession of the Pennsylvania Historical Society. Napoleon's comments on Blucher, and on the proposed invasion of England, are particularly interesting. The paper bears evidence of being a careful contemporary record, and has accordingly historical value as well as popular interest.

*Jenness Miller Illustrated Monthly* for March has several articles that will interest people who are fond of the mysterious. The thrilling story of the Caves of Karli is continued, and there is an article on hypnotism by an expert. Besides these features is a new department—"Under Our Evening Lamp," and stories, sketches, poems, and special articles of absorbing interest. *Jenness Miller Illustrated Monthly* is a good all around magazine. Sample copy 10 cents; each copy contains a coupon for a cut paper pattern. Price \$1.00 a year; published by Jenness Miller Co., No. 114 Fifth Avenue, N. Y. City,

"*How Nature Cures*" is a book of 400 pages by Emmett Densmore, M. D., from the press of Stillman & Co., New York. It cannot fail to interest any who will give it a careful perusal. It undertakes to demonstrate by scientific principles that bread, potatoes and all the other starch foods are unfit for use of man, and that fruit supplemented by meat, fish, eggs and milk is the proper diet and will cure the sick and keep the well in health. No one can read the book without benefit whether he subscribes to the doctor's views in respect to diet or not.

No. 37 of *Shoppell's Modern Houses* illustrates forty designs for dwellings, ranging in cost from \$600 to \$12,000, together with much information that is valuable to any one contemplating building a new home or rebuilding an old one. This standard publication has become so well known that it needs no commendation from us. Any reader of the *CONDUCTOR* who thinks of building should send for a copy to The Co-operative Building Plan Association, 63 Broadway, New York. The price is 50 cents.

Rose Kingley, Marion Harland, M. E. M. Davis, Frederick A. Ober, Annie Sawyer Downs, Cora Stuart Wheeler, Molly Elliott Seawell, John B. Tabb, William O. Stoddard and Nora A. Smith are among the writers in the March *Wide Awake*, and Joseph Pennell, Henry Bacon, Frank T. Merrill, Maria L. Kirk and Paul de Longpré are among the illustrators—with others of equal excellence.

*The Literary Northwest* for March sustains the high reputation of this deservedly popular magazine. A mention of the interesting articles would be a list of the entire contents, but we wish to call particular attention to that on "The Beginning of Civilization in Minnesota," by Rev. John Gmeiner. Send 20 cents for a sample copy to the D. D. Merrill Co., St. Paul.

Absence has prevented us from noting the fact that the *Neodesha Register* now comes to us as the *Railroad Register*, and in a recent number the announcement is made that it will soon be issued from Topeka instead of Neodesha. We have had occasion to differ with the *Register* on various occasions but it is a live, energetic paper, and we trust it may meet with success as it deserves to.

*The American Railroader*, published at Chapin, Ills., "fills a long felt want" as the organ of the new "American Railway Union." B. F. Scott is editor. It is a thin sheet with thinner contents and will undoubtedly soon "fill another long felt want" by providing opportunity for an epitaph.

The Maybrick case by Dr. Helen Densmore is on our table and is an exhaustive review of the trial and an effort to awaken sympathy for the condemned woman. It is from the press of Stillman & Co., Broadway, New York, and the price is 25 cents.

The *Musical Echo* for February contains five new instrumental pieces and three new songs, with a portrait of Ada Rehan as "Julia" in the "Hunchback." The *Echo* should be in the hands of every music lover.

Space forbids the special mention of the publications of the different organizations, which each deserves.



Our readers who write to any of the firms advertising in these columns are requested to mention  
THE RAILWAY CONDUCTOR.

WM. P. DANIELS, EDITOR AND MANAGER.  
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

### THE RAILWAY AGE AND LABOR ORGANIZATIONS.

In a recent number of the *North American Review*, Oren B. Taft proposes a plan for the government of labor organizations on which the *Railway Age* comments as follows:

"Labor organizations in law," is the title of a paper by Oren B. Taft in the *North American Review* for January, which proposes a striking plan for dealing with organizations of labor. It sets out with the premise that there are three interests involved—the commonwealth, capital and labor. Capital has already an existence in the statutes enabling it to enforce as well as to defend its rights, and it is declared that labor itself must have a legal standing of like importance. "A law ought to be made which would recognize the fact that the laborer is a capitalist; his capital is his own person—himself. As the commonwealth has legal power by confiscation to compel capital to carry out its contracts, so it should be legal for the commonwealth to 'imprison' labor, unless it shall offer a money equivalent, whenever the possibility of fulfilling contract is frustrated voluntarily." The remedy proposed is the enactment of a law providing for the existence of labor organizations and permitting none to exist after a proper time, except under that law. The outline given for the proposed law after providing that any number of persons may form an association for the joint control and management of their labor, proceeds:

This corporation shall in law be capable of suing and being sued; have and use a common seal; shall have a board of managers with power, under restrictions to be determined, of making contracts involving the time, wages and labor of all or any portion of its members, as comprehended within the purpose for which organized. The membership being a voluntary one, with a declared ability to perform its contracts, the courts shall be given power to enforce the labor of its members, jointly or severally, as the case may be, in the fulfillment of any contract, to the extent of imprisonment in case of failure or refusal; the health and physical ability at the time, if pleaded, to be a matter within the discretion of the court, the usual proper means of determining the same to be used. A desertion from the organization failure to respond to summons, or taking oneself beyond the jurisdiction of the court, pending any adjudication, to be a contempt of court; shall be punishable by imprisonment or fine or both, in the discretion of the court, with power to reach the person in any of the states permitting it or having adopted the law; a money equivalent for the person in the guarantee of any contract under consideration in court always to be accepted; the principle being that the person of the laborer (it being his capital) is held only as an offset for the capital of the employer, which is money or its equivalent.

There seems, to be the germ of an equitable principle in this plan, but one would want to study all its relations and possibilities before venturing an opinion. It is safe to say that at the outset the plan would be antagonized by many of those who represent labor, because, while they want capital surrounded with restrictions, they do not want any obligations placed upon labor in its relations to capital.

The *Age* seems inclined to lose no opportunity to discredit the working man and labor organizations, and to credit them with a desire to be unreasonable and unjust in everything and at all

times. It is true that members of labor organizations and workingmen generally are composed of about the same material and have something of the same nature as the capitalist. If labor organizations had the opportunities and power of corporate capital, it is not unlikely that they would be just as tyrannical as the Reading monopoly for instance. It has been demonstrated from the earliest days of creation, that whenever and wherever opportunity presented itself, man was an exacting and unrelenting tyrant. The history of those who profess to teach the gospel of peace and good-will to all mankind, is stained with the blood of persecution and tyranny on every page, and to expect that the ignorant man, ignorant not from choice but from necessity, and on account of the tyranny of others, who has been trodden under foot, starved and persecuted since creation's dawn, shall be an example of forbearance and magnanimity, is to expect too much, and while charity and generosity can be found in this class in the proportion of about 99 to 1 as compared with the average Dives, human nature would probably control after all; but laboring men are not now quite so ignorant as they were a century ago or even a few years ago; they are beginning to appreciate their present condition and its wrongs and injuries, and they propose to continue the agitation and exertion of the past few years until they can secure something like justice and equal rights; but they fully appreciate the fact that any abuse of the power they now have or that they may obtain in the future will result to their own injury; they fully appreciate the fact that they cannot obtain the power and influence that has been and is now being wielded by corporate monopolies, and while they might wish ever so much, for power to observe the Mosaic law rather than that of the new dispensation, to do unto others as others have done by them, and to claim an eye for an eye and a tooth for a tooth, they realize the fact that it is impossible, and they are too wise to undertake anything of the kind. The railway labor organizations want justice only, and with individual exceptions among members, they do not want unjust restrictions placed upon capital, and we believe that every railway organization, or more properly speaking, every organization of railway employes, will approve and support any legislation that will compel an

observance of contracts made. It is true, that with the experience of the past before them, they will carefully scan any proposed legislation before approving it, for they know that legislation that has promised relief and justice has been so construed by courts as to become the engine of oppression, and that in almost every instance, legislation that they have asked has either been denied entirely or emasculated so as to make it worthless to them before its enactment.

### COUPLER LEGISLATION.

February 11th the senate passed the coupler bill as reported by the senate committee, which was published in the November CONDUCTOR with suggested amendments, and on Monday, Feb. 27, the bill was passed by the house of representatives by a substantial majority under a suspension of the rules. In the senate, a number of indirect methods of defeating the bill were tried, notably an amendment by Mr. Gorman, making an appropriation which, if adopted, would have made it necessary under the rules of the house for the bill to be considered in committee of the whole, and this would, on account of the short time remaining, have defeated the legislation. Senator George is entitled to the thanks of employes for his amendment, Section No. 8, which makes railway companies responsible to employes for any injuries sustained on account of failure to comply fully with the law, but as the senator finally voted against the bill, it is a question in the mind of the writer as to whether or not he procured the amendment for the purpose of defeating the entire bill. Those voting against the bill in the senate were Senators Blodgett, Brice, Daniel, George, Gorman, Harris, Morvan, Sawyer, Stewart and Vance, and Senator Gorman should be particularly remembered as an opponent. In the house 185 members voted in favor and 84 against the bill, and we recommend that railway employes procure copies of the *Congressional Record* of Feb. 12th and Feb. 28th, and study the vote, noting the absentees and pairs. As to the legislation itself, we do not believe it will be of much direct benefit so far as couplers are concerned, although we shall be very glad to be convinced that we are mistaken. It will be a benefit in regard to power brakes and the simple fact that a step has been taken will be of powerful influence in behalf of such additional legislation as experience may demonstrate to be necessary. The bill was not at all what railway employes wished or what they believe should have been enacted, but recognizing the utter impossibility of procuring anything else, they were practically unanimous in wishing the passage of the pending bill, which has undoubtedly been signed by the president before this time. In remembering Father Coffin with gratitude for his efforts, employes should not forget Bro. A. D. Shaw, of the Yardmaster's Association, and Mr. Edward A. Moseley, secretary of the Inter-State Commerce Commission, for to their efforts success is largely due. The following is the full text of the law:

"That from and after the 1st day of January, 1898, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to use on its own line any locomotive engine in moving interstate traffic not equipped with a power driving wheel brake and appliances for operating the train brake system, or to run any train in such traffic after said date that has not a sufficient number

of cars in it so equipped with power or train brakes" that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brake for that purpose.

"Sec. 2. That on and after the 1st day of January, 1898, it shall be unlawful for any such common carrier to haul or permit to be hauled or used on its line any car used in moving interstate traffic not equipped with couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars.

"Sec. 3. That when any person, firm, company or corporation engaged in interstate commerce by railroad shall have equipped a sufficient number of its cars so as to comply with the provisions of section 1 of this act, it may lawfully refuse to receive from connecting lines of road or shippers any cars not equipped sufficiently, in accordance with the first section of this act, with such power or train brakes as will work and readily interchange with the brakes in use on its own cars, as required by this act.

"Sec. 4. That from and after the 1st day of July, 1895, until otherwise ordered by the Interstate Commerce Commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure grab irons or hand holds in the ends and sides of each car for greater security to men in coupling and uncoupling cars.

"Sec. 5. That within ninety days from the passage of this act the American Railway Association is authorized hereby to designate to the Interstate Commerce Commission the standard height of drawbars for freight cars, measured perpendicular from the level of the tops of the rails to the centers of the drawbars, for each of the several gauges of railroads in use in the United States, and shall fix a maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the Interstate Commerce Commission, said Commission shall at once give notice of the standard fixed upon to all common carriers, owners, or lessees engaged in interstate commerce in the United States by such means as the Commission may deem proper. But should said association fail to determine a standard as above provided, it shall be the duty of the Interstate Commerce Commission to do so, before July 1, 1894, and immediately to give notice thereof as aforesaid. And after July 1, 1895, no cars, either loaded or unloaded, shall be used in interstate traffic which do not comply with the standard above provided for.

"Sec. 6. That any such common carrier using any locomotive engine, running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act, shall be liable to a penalty of \$100 for each and every such violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed, and it shall be the duty of such district attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge; *Provided*, That nothing in this act contained shall apply to trains composed of four-wheel cars or to locomotives used in hauling such trains.

"Sec. 7. That the Interstate Commerce Commission may from time to time upon full hearing and for good cause extend the period within which any common carrier shall comply with the provisions of this act.

"Sec. 8. That any employe of any such common carrier who may be injured by any locomotive, car or train contrary to the provisions of this act shall not be deemed thereby to have assumed the risk thereby occasioned, although continuing in the employment of such carrier after the unlawful use of such locomotive, car, or train had been brought to his knowledge."

### THE "SAM" STRIKE.

Some time ago, the conductors and engineers employed on the Savannah, Americus & Montgomery railway entered into a contract with the management, which specified the rates of pay for conductors and engineers and contained rules and regulations for employment and various other matters. One section of this contract provided that it could only be terminated by thirty days notice in writing. Under date of January 10th, General Manager Gabbett, who had recently been appointed by the receiver, notified the

chairman of the conductors' committee of a desire on the part of the company to terminate the contract; the chairman called the joint committee of conductors and engineers together and they called upon Mr. Gabbett and asked what portions of the contract he desired to change; his reply was that he did not consider a contract necessary and that he considered that there was no contract with the engineers any more than with the conductors. January 25th, fifteen days after the notice had been given, an order was issued by Mr. Gabbett reducing the pay of some of the conductors about 35 per cent. below the rate provided in the contract. All efforts to effect a settlement of the matter having failed, Brother Clark of the Order and Brother Youngson of the B. of L. E. were summoned, and after their efforts to arrange the differences had failed and a proposition to submit to arbitration had been entirely ignored by the receiver, the engineers and conductors retired from the service in a body at 6:00 P. M., Saturday February 18th. The next morning Receiver Hawkins requested Brother Clark to meet the general manager, and in accordance with this overture from the company, Brothers Youngson and Russell of the B. L. of E. and Brothers Clark and Walton of the Order, met Mr. Gabbett and a settlement of the matter was effected by the issue of an order by General Manager Gabbett, continuing in effect the rates of pay and regulations provided for in the contract, with some slight verbal changes, and an agreement to make no changes without giving the employes thirty days' notice in writing, and Sunday evening the strike was declared off.

The members of the Order extend sincere thanks to the members of the B. of L. E. and their grand officers for their sincerity in carrying out in full spirit thereof the agreement entered into, and for their faithful and hearty support.

The press dispatches announced that the strike was for higher wages, while the *Railway Age* stated that it was because the receiver declined to renew an expired contract, and that Mr. Gabbett had engaged new men and that the trains were running regularly.

The exact facts are stated above; the strike was on account of a deliberate violation of an existing contract which the management had acknowledged to be in force by giving notice of a desire to abrogate it, and an order cutting off more than one-third of the pay of some of its conductors.

#### RAILWAY LEGISLATION.

The New Mexico legislature has killed a co-employé bill asked for by the employes of that Territory, while the Missouri senate has so disguised by amendments that its writer would not recognize it, a co-employé bill pending there. Bills prohibiting corporations from interfering with the right of their employes to belong to labor organizations are pending in several legislatures; none of them, if enacted, will amount to anything unless they also contain a provision prohibiting an employer from requiring any pledge from applicants for employment. A bill pending in Kentucky covers this point, and we give it in full, and sincerely trust that it will become a law. As a rule, the employes are getting the worst of

it in every instance, for, where a bill cannot be defeated on a direct vote, its opponents get it amended so as to make it of no value:

"SECTION 1. Be it enacted by the General Assembly of the Commonwealth of Kentucky, That it shall be unlawful for any individual, or member of any firm, agent, officer, or employee of any company or corporation, to prevent employes from forming, joining and belonging to any lawful labor organization, and any such individual, member, agent, officer, or employee that coerces, or attempts to coerce employes, by discharging or threatening to discharge from their employ, or the employ of any firm, company or corporation, because of their connection with such lawful labor organization, and any officer or employer to exact a pledge from workmen that they will not become members of a labor organization as a consideration of employment, shall be guilty of a misdemeanor, and upon conviction thereof in any court of competent jurisdiction shall be fined in any sum not exceeding one hundred dollars, or imprisoned for not more than six months, or both, in the discretion of the court."

A correspondent asks us to say in the columns of THE CONDUCTOR whether or not assessments must be paid on a certificate of membership in the benefit department, after the death of a member. The reply is yes, usually from one to three assessments must be paid. A certificate is liable for all assessments that are made for losses that occur during the time that the holder is a member. To illustrate, we will suppose that John Smith is a member holding certificate No. 1, and John Jones a member holding certificate No. 2; John Smith dies March 1st., and John Jones March 2. An assessment made for the death of John Smith must be paid by certificate No. 2 for the reason that on the date of the death of John Smith, John Jones, the holder of certificate No. 2, was a member in good health, and consequently his certificate must pay the assessment, although the notice for the assessment cannot, of course, be issued until after his death.

As an example of refined journalism we clip the following from the *Pacific Coast Railroader*: it is intended to be a threat that the "sooners" of the B. of R. E., of which the *Railroader* is the official organ, will secure the removal of Mr. John Denair and a passenger conductor on the A. & P. railway:

#### A TIMELY TIP FOR "UNCLE JOHN."

Not many kilos from a leading New Mexican town is a railroad official whose pet project was to smash all to smash organizations on the road he mismanaged by using the certain stool pigeons of another organization as a club! Did he succeed? Well, not plentifully; and some day when "Johnny" steals out into the ozone and sunlight to board the expectant and waiting "hog train" he can philosophise on the fact that the best laid plans of mice, men and other things, gang aft augspeijelt, and that it does pay to occasionally treat all employes alike, and not discriminate in favor of fools and suckers who will pay his gambling debts.

In feeble imitation of the high-class journalism illustrated us by the P. C. R., we suggest that the new organization skin its hand carefully before making a bluff, and be certain that it is not venturing its hopes of success on a bob-tailed fush.

Seeing in the proposed organization of a new association to include all classes of railway employes, a possibility of dissension and strife which will be advantageous to corporate interests if it does not disrupt the present organizations, the *Railway Age* endorses the movement.

# 

We regret very much to learn that Bro. A. L. Jaquith of Division 231 is in the "back shop" with a broken leg.

\* \*

Bro. C. J. Wilson, Triangle Block, Pueblo, Colo., wishes to learn the address of Bro. W. A. Cook, a member of Division No. 36.

\* \*

Bro. Robert Laughlin, deputy railroad commissioner of Michigan, has our thanks for a copy of the commissioner's report for 1892.

\* \*

Bro. Wm. Dial has left train service and is now proprietor of the Pioneer drug store in Pendleton, Oregon. We wish him the utmost success.

\* \*

The action of members of the Order in endeavoring to procure legislation prohibiting ticket scalping is calling forth general commendation.

\* \*

The beauties of the east coast of Florida are told of in a handsome little book issued by the passenger department of the J. St. A. & I. R. railway.

\* \*

W. G. Chester, of Winnipeg, Man., wishes to hear of George Elliott, who was a former member of 47. When last heard from he was in San Francisco.

\* \*

Thos. Deane, the efficient secretary of Division No. 87, has been appointed trainmaster on the C. & A., with office at Alton, Ill., and is obliged to resign as secretary.

\* \*

January 21st, Court Perry, of Division No. 85, was appointed trainmaster of the Arizona division of the A. & P. with office at Williams. A long personal acquaintance with Bro. Perry leads us to remark that the appointment is an eminently proper one.

\* \*

The employés of the "Sap" road recently presented to F. E. Nelson a fine diamond stud as a testimonial of their regard and esteem. Since his connection with the "Sap," Mr. Nelson has sustained the reputation he bore on the A. & P., as an officer who is ever ready to do justice to his employés.

The most jovial Sadd man on earth has our thanks for a copy of the proceedings of the recent Mutual Aid and Benefit Association Convention.

\* \*

As we write the engineers and firemen on the Toledo, Ann Arbor & North Michigan are engaged in a strike which we sincerely hope they may win.

\* \*

Genial "Dick" Fitzgerald and wife are spending a few days at Hot Springs and a host of friends will hope that they may receive benefit from the vacation.

\* \*

Brother William Welch of Kansas City, desires to hear from or of W. F. Bullens and E. A. Sayers. Any one who can give any information will please address Brother Welch, box 414, Kansas City, Mo.

\* \*

The first annual ball given by Dodge City Division, No. 300, was a grand success, as we learn from the *Dodge City Democrat*. We congratulate the boys on their successful management and regret that we were unable to accept their kind invitation to be present.

\* \*

A circular dated March 1st, announces the appointment of Brother Norman Watkins as train master of the Indiana, Illinois and Iowa railroad, with office at Kankakee, Ills. Shake, Norman, and accept the congratulations of the CONDUCTOR.

\* \*

A large number of reports of the election of officers in divisions should have appeared in the February issue, but were omitted on account of the unexpected absence of the editor, and as it is now so long since the elections occurred, they will not be printed except by special request.

\* \*

For fear the extended account given in the associated press dispatches may not be noticed by readers of THE CONDUCTOR, we "rise to remark" that the "angels," alias the "Independent" Order of Railway Conductors, held its fourth annual convention in Hoboken recently; our old friend Nash was re-elected president and "Doctor" Hermande was continued as chaplain. The organization still embraces five divisions, but the number of members and other particulars is not stated.

For their kindly courtesy, Divisions 41, 46, 95, 126, 282 and 300 have our sincere thanks. Invitations accompanied by "passes" to their annual balls reached our desk from each during our recent absence.

\*\*

Ed Kennedy, erstwhile a conductor, but now a flourishing grocer of Pasadena, California, invites us and the public generally to call on him and partake of a refreshing and invigorating cup of beef tea. Keep the tea warm Ed; we'll call some time within the next decade.

\*\*

Brother Alf. Brown, who was the energetic and efficient chief conductor of 255 during the "unpleasantness" between members of the Order and the C. P. a year ago, is now engaged in business at Edmonton, N. W. T., and we trust that he will make a fortune, for he deserves it.

\*\*

Bro. E. T. Karr sends us a neat little card calling attention to "The Elk" bath rooms, 167 East Madison street, Chicago, and invites us to call. We will be pleased to do so, and trust Bro. Karr may be successful and that conductors will remember him when they want to swim.

\*\*

We desire to call the attention of our readers to the advertisement of the veteran jeweler, S. N. Clarkson. Mr. Clarkson announces that his '93 catalogue will be ready April 1st, and he will be glad to send it free of charge to any one in the United States who will send a request for it.

\*\*

We need to complete files, the CONDUCTOR for October 1892 and January 1893 and the RAILWAY CONDUCTORS' MONTHLY for February, March, April, June, September, November and December, 1884. Any reader who has any of the above books will confer a favor by sending them to us.

\*\*

Flower Seeds Free: Our old advertisers, S. H. Moore & Co., publishers of *Ladies World*, come out in this issue with their annual premium offer. It will pay our readers to note what they offer, as we have always found this firm fair and square in their dealings, and that they give just what they promise.

\*\*

We are pleased to note that the practice of printing the annual report of the secretary and treasurer is gaining ground with our divisions. The reports contain information that every member of a division should have in a shape so he can preserve it. Among recent excellent reports received are those from Divisions Nos. 2 and 76.

\*\*

One of the mentions omitted from the February number was that of the appointment of Brother W. R. Mooney as train master of the Concord Division of the Boston & Maine. The many Brothers who have met Brother Mooney at the Grand Division will join THE CONDUCTOR in extending its congratulations and best wishes.

Brother Frank J. Woodard, who was thrown from his train nearly four years ago, and had his neck broken, died recently at his home near Denison, Texas. Brother Woodard's marvelous recovery from the effects of his injuries was a subject of wide comment in medical circles. He was a genial, kindly gentleman and a good member of the Order.

\*\*

The Bales Automatic car coupler is an invention that improves the old Miller so much as to make it, we believe, the very best coupler in existence for passenger service; its utility in freight service seems to us to be rather problematical. We do not think that it could be successfully used in freight service unless all freight cars were equipped with a buffer, for like the Miller, the Bales does not act as a buffer.

\*\*

Through an unaccountable oversight on the part of those left in charge, no mention of the absence of the editor during the month of February was made in the February issue. We were called away January 31st, and did not return until the last of February. This will account for the omission of editorial and much other matter from the last issue, and we trust that under the circumstances, our readers will pardon us.

\*\*

In a communication received, just too late for the March CONDUCTOR, Brother Sam Proud, a veteran conductor and member of the Order, announces the celebration of the marriage ceremony between Lone Star Division, No. 53 of the Order, and Turner Division, No. 28 of the Ladies' Auxiliary. The latter was organized Feb. 22nd, with Mrs. C. S. Williams as president and Mrs. H. F. Braun, Secretary. The CONDUCTOR congratulates and hopes to hear from Brother Proud again.

\*\*

*Vick's Floral Guide* for '93 is out, and as usual is of absorbing interest to the ladies and to not a few of the sterner sex. A new and novel feature of the *Guide* is the "Pansy Sailors," who need to be seen to be appreciated, while the appropriate poetical quotations that are found on each page make this issue more fascinating than usual. It will be sent to any address on receipt of ten cents and the amount can be deducted from the amount of the first order for seeds. Address James Vick's Sons, Rochester, N. Y.

\*\*

A copy of the constitution and laws of the recently organized B. of R. E., demonstrates that like many previous attempts to organize something, and notwithstanding the widely proclaimed "difference" from all existing organizations, they have drawn very largely indeed upon the laws of existing organizations to make their constitution. It would seem that when a "long felt want" is to be filled, old organizations to be shown the true and only path to unlimited prosperity and unalloyed happiness, that the newly born ought to avoid copying quite so extensively from the laws of the organizations that are to be "reformed" out of existence.

Several new schemes for making money have been announced by the management of the World's Fair, among the latest being a "bureau of public comfort," which for ten cents per day and the payment of the hotel bill in advance, will reserve hotel accommodations for visitors; another is the rental of the closet privileges on the grounds to a company that will make a charge for their use. If anything "gets away" the management will not be to blame.

\*\*

In this number appears the advertisement of the Railway Employes Association of Chicago. This association is not as its name might imply, a labor organization, but is a corporation formed under the laws of Illinois for the purpose of supplying hotel accommodations to railway employes who visit the Columbian exposition. It will also undertake to perform many services for its members and will have a number of uniformed employes who will at all times be at the service of members. For particulars send for circulars.

\*\*

Subordinate officers of the Big Four, who evidently wish to "make a record," have been in the habit of relieving train crews at stations on the road so as to avoid the payment of overtime. Gen. Manager Ramsey stated to a newspaper reporter some time ago that the report that it was being done was incorrect. Mr. Ramsey, however, has been deceived by some of his subordinates, for THE CONDUCTOR has in its possession the original orders relieving crews at Anderson. We believe that the abuse was corrected as soon as it was brought to Mr. Ramsey's attention by the parties interested.

\*\*

Ticket collectors, or as they are sometimes called "tin soldiers," have been dispensed with on the Pacific system of the So. Pac. railway, and on several divisions of the Big Four. So far as this is an acknowledgement of the honesty of conductors, and a removal of the implied charge of dishonesty against them, we are glad to note it, and to congratulate the boys directly interested. So far as it places added duties and responsibilities upon them without adequately increased compensation, and subjects them to the surveillance of dishonest tricksters in the guise of "detectives," we sympathize with them.

\*\*

The many Brothers who exerted themselves to aid the writer during his recent sad visit to the home of his parents, and who in many ways manifested their friendly and fraternal sympathy, have our sincere thanks, which words are too feeble to express. Summoned unexpectedly to the death bed of a father who had been more than a father, a friend and companion, and who though but an humble, kindly old man, was nevertheless one of nature's noblemen, one who by his daily life exemplified the golden rule, and who consistently acted "with charity for all and malice toward none," and arriving too late to again greet him on this side of eternity, the sympathy expressed by the pressure of a friendly hand was deeply grateful.

A notable change has been made in the official staff of the Railway Employes Industrial Banking Union. Geo. W. Howard has severed his connection with the Union, and J. N. Faithorn, late chairman of the Western Traffic Association, has been chosen first vice president. S. R. Ainslie, general manager of the Wisconsin Central, succeeds Mr. Harrison as third vice president, and the president, James H. Teller, succeeds W. B. Huskey as manager. The changes will strengthen the management and recommend it to the confidence of employes. The CONDUCTOR takes pleasure in advising its readers who desire to invest their savings to investigate the Union.

\*\*

Our readers' attention is called to the new advertisers beginning with this number of the CONDUCTOR. They are all reputable and worthy advertisers and we commend them to your attention. Read what they have to say and if you will write them, even if only to say you had read their ads, you will help the CONDUCTOR. In this event never fail to mention the CONDUCTOR, so that proper credit may be given. Among them are: Peter Henderson's Seeds, New York; Fahy's Watch Case Co., New York; Mrs. Winslow's Soothing Syrup, New York; Dr. Scott's Safety Razor, New York; The American Nation, Boston; S. H. Moore & Co., publishers *Ladies' World*; Mason & Hamlin, Pianos and Organs.

\*\*

The rumors of a meeting to be held in this city March 9th, to conclude a federation which would sustain the switchmen in a general strike, was slightly premature, inasmuch as no federation which has any such object in view is or has been under consideration, and so far as the Order of Railway Conductors is concerned, none will be considered. A meeting of the executives of the organization was to have been held on that date to formally ratify a federation plan considered in December. This meeting was postponed on account of the strike on the T., A. A. & N. M. It will be held in the near future, but it will have no connection with any rumored plan for a general strike, nor will any such plan be approved.

\*\*

Among the recent changes on the B. C. R. & N., the "home road" of the writer, we note the promotion of Brother P. A. Murphy, who is now assistant superintendent. We have in the past taken occasion to criticize "P. A.," and may have occasion to do so again, but that his promotion is a deserved one, won by hard work, no one will deny, and in extending our congratulations, we believe "P. A." will understand that they are just as sincere as if we had never differed with him. Another change is the resignation of Gen. Freight Agent C. D. Ives to engage in business for himself. Charley, as he is familiarly known, has long been a friend of the writer, and we have been among those who have noted his steady advancement with sincere pleasure, and while we regret to know that he leaves the B. C. R., we sincerely hope that the change will be an advantageous one for himself. Warm hearted and generous, he has grown up from a boy with the road, and without enemies.

A mining company that the writer thoroughly investigated before investing, and that we know will be honestly and fairly managed, requests the attention of our readers in this number. Bros. Mitchell, Ives and West are directors, and neither of these brothers or the writer would permit themselves to be placed on the board unless entirely satisfied of the honesty of the company, and we believe the stock of the company to be a good investment. See the advertisement.

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Bro. Wm. M. Knight, an old time Northwestern conductor and a member of Chicago Division No. 1, announces that on January 25th, the Briggs House, which had been closed for repairs for several months, was reopened under his management. The Briggs is centrally located on the corner of Fifth avenue and Randolph street, and readers of THE CONDUCTOR may be assured of the best of treatment and reasonable rates at the Briggs. Bro. Knight has demonstrated that he knows how to keep hotel by his successful management of the Northwestern dining room. Try the Briggs.

\*.\*

The officers of the different organizations who attended the meeting of Dec. 28th, held in the offices of the Order in this city, may be somewhat surprised to learn on the authority of the Cincinnati *Tribune*, that the meeting was attended by a "Pinkerton man" who does not care to have his name mentioned, and who is now traveling over the country finding out all about the great strike that is soon to come, and for which plans were laid at the Cedar Rapids meeting. This is correct, for the "Pinkerton" himself told the *Tribune* about it. We didn't think that of you, Pat O'Neill.

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Sioux City, "the Corn Palace City of the World," is arranging to hold another of its unique and peculiar festivals this year. The date of opening is fixed for September 20th, continuing until October 18th, 1893, and the management promises attractions that shall far surpass anything heretofore presented. It is expected that many of the thousands who will attend the World's Fair can be induced to extend their visit to Sioux City and view the marvels in cereal decoration which will be so perfectly shown, and at the same time gain a correct idea of the greatest corn producing territory on the globe.

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A member of the Order whom we personally know and believe to be thoroughly reliable, writes to the *Stockton*, (Calif.) *Mail* a horrible story of the abuse of the family of a dead member of the Order by the Stockton coroner. Bro. P. H. Garvey died at his home from heart disease, and without there being a shadow of suspicion of foul play, the coroner removed the body to the morgue despite the protest of the widow, and there it was mutilated simply to enable the coroner and his assistants to claim fees. We sincerely trust that all members of the Order and all railway employes in that vicinity will interest themselves in the matter and take steps to punish the coroner for his violation of the law

and to prevent a recurrence of anything of the kind. The law provides that only on the order of a jury can a body be removed against the protest of relatives or a post mortem examination be held, and in this case the body was taken from the relatives and the autopsy held before any hearing before the coroner's jury.

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The young men and women who aspire to obtain academic or college educations, and whose parents cannot well afford them that expense, will be interested in the work of the *Cosmopolitan Magazine*, which has offered for the year 1893 one thousand scholarships at any of the leading colleges or schools of the United States, upon the condition of introducing the magazine into certain neighborhoods. Yale, Vassar, Harvard, Ann Arbor, Chicago, the Southern colleges, the great schools of art and medicine, all are alike open to the ambitious boy or girl who is not afraid of a little earnest work. The *Cosmopolitan* sends out from its New York office a handsomely printed pamphlet to any applicant, telling just what is necessary in order to secure one of these scholarships. The scholarship itself includes board, lodging, laundry and tuition—all free.

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The Indiana legislature has provided for a medal to be given to Richard Neff, who, although severely injured in a wreck on the Big Four, heroically did his duty by going back and flagging a following freight train which would have otherwise plunged into the wreck. Mr. Neff is fortunate in having his action placed before the public by the newspapers, and he deserves the commendation and reward that he has received, but similar cases are happening every day and there are thousands of other instances just as deserving of commendation of which the public know nothing. There are very few men employed in train service who cannot recall some instance where a comrade has undergone great pain and exertion and subjected himself to imminent peril to perform his duty and save the lives of others and the property of his employer. It is a matter of course with them that they shall do these things.

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President Hicks, of the Yardmaster's Association, desires us to extend a cordial invitation to all railway yardmasters, ex-yardmasters and assistant yardmasters to meet with them at their next annual convention in Duluth, Minn., on the second Wednesday in June. He says:

Our organization is increasing in membership and its successful future is assured. A great good has been accomplished by this noble order, which fact brings great satisfaction, not alone to myself, but to every member. I feel assured that yardmasters, ex-yardmasters and assistant yardmasters who may find it convenient to meet with us on the occasion herein referred to will not leave Duluth until they enroll themselves as members of our most excellent organization. The widows and orphans of our deceased brothers have cause to bless each individual member for the faithful performance of a duty they so kindly and so cheerfully discharged, and I desire to say that these poor widows and orphans have not been unmindful of these acts of duty and kindness by the members of the Railway Yardmasters' Association, but, in communications addressed to myself, have asked me to convey their heartfelt thanks to all the officers and members, and a prayer that the blessings of God may ever rest with them all.

Battle Creek Division No. 6, Des Moines Division No. 38 and Camden Division No. 170, have our thanks for invitations to their anniversary reunions.

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Brother E. H. Hohne, secretary of Division 261, at San Luis Potosi, Mexico, desires the address of Chas. Barnett, W. T. Converse and L. F. Bryant of that division. Can any reader advise him?

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A telegram advises us that through the mediation of Mr. Kirkby, the present railroad commissioner of Ohio, the strike on the T., A. A. & N. M. has been settled satisfactorily, and the men will immediately resume work.

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We acknowledge with many thanks for the kindly remembrance, the receipt of an invitation to attend the ball and banquet given by Mound City Lodge No. 46, of the S. M. A. A., at St. Louis, March 17th, and regret our inability to be with them.

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Railway employees of the United States are indebted to Mr. Edward A. Moseley, secretary of the inter-state commerce commission for his untiring labor in behalf of safety equipment legislation, and they should see to it that he is not punished by those who opposed the legislation.

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Among those whom the writer met while absent during February, was Brother E. W. Cooper, of Division 287, whose parents reside at Jennings, La. Brother Cooper not only escaped the small-pox with which Jennings was afflicted, but he carried away with him one of Jennings' fairest young ladies. THE CONDUCTOR extends sincere congratulations, and wishes for Brother and Mrs. Cooper the choicest of earth's gifts.

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One of those things which go far towards cementing the friendly feeling between the Northern Pacific and its conductors, was the action of the company recently. Conductor Hunter, while out on the road, received a telegram that his son was not expected to live, and he immediately notified the superintendent and asked to be relieved; instead of complying with his request, he was ordered to set out his train and take his engine and caboose and get home as soon as possible.

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Outside of those financially interested, there will be very few to regret the misfortunes of the Philadelphia & Reading, but on the contrary there are millions of people in this country who will rejoice over the fact that this monopoly is again in the hands of the United States court and the rumor that Mr. McLeod is likely to be ousted from the receivership will be received with satis-

faction by all except those whose interests are opposed to those of every laboring man and coal consumer in the United States. The receivership may work hardship to many of the employés, and if so, none will regret it more than THE CONDUCTOR, but it cannot make their position any worse in the long run.

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Many bright and useful publications come round to us annually, and the sight of them is as refreshing and welcome as the faces of friends on New Year's day. Friends' faces are kept in remembrance; good books for reference, inasmuch as they lead and teach us what is to be done in many painful straits. One such publication, always foremost, is before us, brimful of sound advice and the raciest bits of fun, original and copyrighted, from the pens of such noted humorists as Bill Nye, Opie P. Read, Danbury News Man and others. It is a free gift of the season at the druggists' counter, and will be sought for as the highly popular St. Jacobs Oil Family Almanac and Book of Health and Humor, 1893. The work differs somewhat from its former editions, but is none the less attractive and in many of its features is the superior of former numbers. One special feature is the "Offer of One hundred Dollars," open to all contestants, the details of which a perusal of the book will more fully give. The almanac is sent forth by The Charles A. Vogeler Company, Baltimore, Md., proprietors of some of the best known and most reliable medicinal preparations. A copy will be mailed to any address on receipt of a 2 cent stamp by the above firm.

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The Logansport *Daily Journal* heads a column of stuff about a World's Fair strike with the query, "Will there be trouble?" We can reply conclusively, Yes, there will certainly be trouble if a few dozen nondescript sensation writers can possibly succeed in stirring it up, but believing as we do, that their influence is nil, we can as confidently say they will not succeed and there will be no trouble except such isolated cases as the recent strikes at Muncie and Chicago, which are not approved of or countenanced by any organization. The papers by publishing the stuff the sensational penny-a-liners furnish them are doing their best to make trouble. An order to refuse freight temporarily on a portion of the Pennsylvania on account of blockades, is made the excuse for pronouncing a strike imminent and certain, while the idle talk of a war on organizations by the Pennsylvania, contradicted and disproved weeks ago, is still made to do duty as a scarecrow. As we write this, Burlington, Iowa, looms up with a sensational dispatch purporting to be an interview with the usual "man prominent in railway organization" who "has just returned from a meeting" where the strike was again planned. This anonymous "prominent leader" kindly accepts the conductors and telegraphers.



# OBITUARY

"Gone before  
To that unknown and silent shore."

## Crawford.

Died, on the night of February 6th, Bro. W. J. Crawford, a respected and honored member of Division No. 72. Bro. Crawford was in charge of a snow plow running ahead of a passenger train; a broken rail caused a wreck, and Bro. Crawford and one of his brakemen were burned to death before they could be extricated. He leaves a widow and two children to mourn his death, who have the sympathy of a large circle of friends. He was a member of the Benefit Department.

## Curtis.

February 26th was laid to rest the mortal remains of Mr. J. F. Curtis, the father of Bro. Len Curtis, of Mt. Hood Division No. 91. Mr. Curtis was widely and favorably known in railway circles, he having for years filled responsible positions in railway service and management, having served as master mechanic on several important roads, the last being the Northern Pacific, from which position he retired in 1883. He is survived by a widow, two sons and two daughters. The funeral ceremonies were conducted by the Masonic fraternity, of which Mr. Curtis was an honored member.

## Defries.

Bro. Samuel H. Defries, of Toronto Division No. 17, has been recently bereaved by the loss of his brother, and has the sympathy of a host of friends and brothers. The Division tendered their sympathy in resolutions adopted at a recent meeting.

## Daniels.

Died, February 2d, at his home in Jennings, La., William Fowler Daniels, in the 67th year of his age. By his death the writer, a brother, and two sisters, have lost an indulgent father, a true friend, and a generous companion. A wife, who for nearly half a century shared his burdens, has been deprived of the stay of her declining years, and is only consoled by the hope of soon rejoining him in a better world. Owing to the brief illness, the writer was deprived of the consolation of a last farewell, but is cheered by the knowledge that the end was a calm and peaceful one, and that in the death of his father there passed away a gentle, kindly old man, who by his daily life exemplified his creed, the golden rule, and whose bosom never harbored an unkind thought.

## Guilfoyle.

Died, February 5th, at Thayer, Mo., Mrs. Wm. Guilfoyle, wife of Bro. Wm. Guilfoyle, of Memphis Division No. 175. It is hard that the misty twilight of death should so soon blot out the golden glow of morning. It is hard that the anthem should be broken by a sob; that the happy home of a few years only should be turned to one of sorrow, and that the dead blades of the grave-grass should quiver over the feet that for years should have pressed

the green verdure of summer. It is hard that one so full of hope, kindness, and devotion, should be stricken down, but "death loves a shining mark." The flowers that bloom today, to-morrow die. The kind hands of brotherly love are extended to Bro. Guilfoyle by the members of Division No. 175. Their heads are bowed in sorrow and sympathy for him and little ones in their deep grief and loss.

## Holland.

Died, while in the discharge of his duty, Bro. John R. Holland, of Grafton Division No. 190, a faithful, conscientious, and exemplary member of the Order. In his death the Division and the Order loses an earnest worker, his wife a loving husband, his children a kind and indulgent father. The Division extends its sympathy to the bereaved ones.

## Harter.

Killed, at Settler's Station, on the Colorado Midland Railway, September 10th, Bro. Chas. Harter, an old and faithful member of Wahsatch Division No. 124 of the Order. "Died at his post in the discharge of his duty," is the epitaph that can be written over his tomb, in common with so many of the brightest and best. Bro. Harter's parents survive him and have the sympathy of all who knew him.

## Ireland.

Died, February 18th, little Pearl, the beloved daughter and only child of Bro. Eugene Ireland and wife. Monon Division No. 89, of which Bro. Ireland is a member, extend to the stricken parents their deep sympathy, and trust the darkened home may be brightened by the hope of a re-union above.

## Mott.

Died, Bro. Charles H. Mott, a loving husband and an exemplary member of International Division No. 48, one whose presence was always felt by the sincere interest manifested and the many goodly traits of character unconsciously and modestly displayed—one of sterling qualities, liberal in his views, firm, yet consistent in his convictions, a worthy and most lamented member.

## Reid.

Died, at Toronto, Ont., Minnie Fay, daughter of Bro. H. Reid and wife. Although but twelve years old, her character was that of a girl of twenty; so thoughtful of mother and father and so unselfish, that she was loved by all who knew her; and while we know that her death will bring the bereaved parents many hours of sadness, we would remind them that God hath taken her home with Him, and while they are deprived of her companionship in this life, they will meet in a better land, where sorrow never comes.

# THE RAILWAY CONDUCTOR.

VOL. X.

CEDAR RAPIDS, IA., APRIL, 1893.

NO. 4.



## A NIGHT ON "THE LIMITED."

"Easy to run the limited? Of course. What is there to make it otherwise? Nothing to worry about. Everything must keep out of the way. No bother. No wrangling with station agents about work. Just going along slick and smoothly from start to finish. A picnic, just a picnic; that's what running "The Limited Express" is. So theorized a bustling freight man one day to the conductor of "The Limited" night express. He was the next man for the extra passenger service who had served long and faithfully in the freight service on the borders of "the Promised Land," so long looking at the "manna" which seemed the daily food, unearned, of the passenger men, while he must subsist on the "leeks and garlic" so freely accorded the hard working men in the freight service, he had become, not only critical but cynical of the duties performed by all passenger men in general, and "The Limited" men in particular. He had looked forward with longing vision to the time when "clothed in blue and brass" and "crowned with tinsel bands," he could demand: "Tickets please," thinking the demand would always be from himself, and every passenger, perforce, would hasten to comply.

"The Limited" conductor smiled in a peculiar manner, then replied:

"Every freight man thinks running a passenger train a picnic. I thought so once myself, while hustling freight. I want to lay off soon and will ask for the lay off when you are within "call"

for the run. After making a run, I want your verdict on a night on 'The Limited.'"

Agreeing to this the conductors separated.

True to his word, "The Limited" conductor asked for a lay off in a few days, at the right time, when, as he anticipated, the "next" man got his run. In "blue and brass and tinsel bands" the "next" man proudly compares time with the engineer before pulling out one night, not long after his declaration of "easy time, no bother and a picnic to run "The Limited," and smiled to himself, knowingly, at finding the engineer's time "off" thirty seconds. Thinking, "I can give these passenger men a pointer on 'time' if I am in the freight service, I can tell them that right now."

The union depot shed echoed and re-echoed his "all aboard-r-rd!" shouted the moment his ear caught the sound of the starting gong.

Once, twice, three times. "All aboard-r-rd! Aboard-r-rd, board-r-rd!" resoundingly rolled the r-r-ready conductor. "He was ready to pull out on time, no visiting."

"Go!" says the fireman, taking the signal given from his side; at which notice the engineer opens the throttle, after first "dropping her down" to get started.

Only a few turns of the wheels, a couple of slips, making the side rods quiver as if in sympathy with the r-r-ready "next" man's hurry, gives notice to the sweating, crowded, unready

baggage man the train is moving, when he seizes the signal cord and "yanks" "stop!"

Slam go the brakes "hard on" before fairly starting. Up ahead, running, comes the "next" man, calling out: "What's the matter? Why don't you go? I am ready."

"Well, I ain't," said the baggageman. "Do you want to go and leave all the baggage on that truck? If you do pull out, I can't 'take in' and 'pile up' too. I wonder you don't send up a brakeman to help pile if you are ready back there?"

Baggage never bothered the "next" man on trains he had been running, when he was ready to go the "head end" was supposed to be ready too.

With a brakeman's help to "pile," the baggage was soon "finished," and once more the fireman took the signal and said "go!" while the ruffled baggageman in his car was "kicking" to himself, remarking: "He may be a hustler and good all-around freight man, but he can't skip trunks, leaving them for some other train to pick up, as he left cars for other trains that he might get over the road in better shape. I'll give him a pointer on that right now."

With this minor "bother" settled, the train got fairly started, and the "next" man had entered upon "a picnic."

"The Limited" was crowded. Unaccustomed as he was to "handling" passengers, it caused the perspiration to soon start under the "tinsel bands" of the "next" man. Determined not to seem "new," he tried to keep outwardly cool, though inwardly so warm.

In his hurry to get through before the first stop, he grew nervous at every interruption that consumed time unnecessarily. He soon met a garrulous old lady, who stopped him to tell how "she was now going back the same way she came out." She seemed to think he ought to be pleased, and interested in the fact "she was going back the same way," and she grew confidential, telling him "her ticket did not go within sixty miles of far enough to where she was going," adding, triumphantly, "but I've got money to pay my way for that sixty miles. I suppose that's just as good as a ticket with them 'ere conductors?" Once more repeating "I'm goin' back same way." Compelled to listen, as he thought, to her since she was a lady, and he wished to show people he knew how to treat passengers, he wasted valuable time with this "botherer" until he dared waste no more, when with "excuse me a minute," he passed on.

Hurriedly punching tickets and marking "checks," he went smoothly a little distance until he found a man stretched out full length or nearly

so, on two seats, while opposite, trying to squeeze into one, were three ladies and a child. Taking the man's ticket first, he, after "checking" him, proceeded to unload and turn over one of his two seats to offer the ladies opposite. "I want two seats," said the man. "Have you paid for more than one?" "Makes no difference if you turn that seat, I'll report you for insulting me," said he. The "next" man nearly said "report and be d—," when he switched off, but turned the seat and accommodated the ladies, thinking "slick times on the limited." Taking a ticket from a lady who looked as if she had common understanding, he was startled for a moment, when taking him by the arm she drew him towards her and whispered: "I'm all alone in this car, all right."

Overcoming his embarrassment at being drawn so close to the lady, he assured her the car was "all right," and "he would see no harm came to her while in the car," while the perspiration from "running" was now pouring, he was having such an "easy time."

Continuing his labors a little further on, he met a man who had taken on too big a "load" before starting, and was now oblivious to his surroundings, and the "next" man's demands for his ticket. He had ceased saying "tickets please," time was too precious.

Shaking the "loaded" man vigorously he succeeded in getting him partly awake. "Where are you going? he demanded inquiringly.

"Shame place," said the "loaded" man.

With a look of annoyance and a less gentle shake, he again asked impatiently, "Tell me where you are going?"

"Shame place," replied the jag loaded man.

Other passengers began to enjoy the scene, and their laughter irritated the "next" man.

Another shake, more forcible than tender, with an angry "where do you go?" brought only "Shame place" from the drunken fellow, when at a venture he was asked "if going through?" and replied "yes, shame place," and handed the "next" man his "pile."

This disconcerted him more than the "shame place" answer, and calling some one to witness how much he took for fare, he deducted that amount and returned the balance, telling him to "put it in his pocket," and he was duly started for the "shame place."

Wiping his moist face, after this scene, he was heard to remark: "I'm having a picnic. I wonder if this will keep up?"

Once more he attempts to work his train.

A fine looking woman apparently about twenty years old hands up her ticket, which he takes, and is about to pass on, when she detains him by

the sleeve. Thinking her like the first young lady who detained him, he said "Yes, this car is all right, O K &c." She persisted in holding on, and compelled to listen he hears: "Please take charge of me." "Take charge of you? What for?" "I never traveled before and think I want some person to take charge of me."

He promised to take charge of her if she would only loosen her hold on his coat, and passed along warmer than ever, muttering: "Just going along slick, I am; Oh! yes, slick."

He soon encounters a man with a large family, who should have five tickets but only has three. After much wrangling, he secures one more, fare and passes on looking for the "easy time" anticipated.

A man presented a ticket for a station where "The Limited" does not stop. After much argument and loss of time, he is persuaded to go on to the next stop beyond and return on the "local," declaring at the same time, "You can stop if you want to."

A passenger declares he is "short," and says, "Carry me as far as that will take me," handing up a couple of dollars. When the two dollars are consumed, he hands up two more with same story, but kicks on "excess" being charged each time. Finally, after much talk and threats to "fire" him, the full amount is collected, when the "short fare man" thinks himself privileged to abuse the "next" man, who walks off leaving him, while a passenger remarks: "I don't see how you have so much patience." Whereupon the "next" man sarcastically remarks: "Oh! its a picnic us passenger men have."

Being an unmarried man he is not as accurate a judge of children's ages as he would be if married, with children of his own; therefore, he does not critically inspect young girls, which oversight on his part many a smart mamma takes advantage of and her baby (?) goes free.

A little girl of twelve years, traveling alone, demands his attention. Awkwardly he cares for her, thinking all the passengers are criticising his clumsy bachelor efforts to "take charge of her," and mentally declaring everybody don't keep out of the way on "The Limited."

An innocent (?) little (?) girl huddled up in a corner, seeing her father pay her fare, almost took the "next" man's breath away remarking. "If you are paying for me father I may as well straighten up." When straightening up she was transformed from a little (?) girl to a young lady. Another child (?) was asked "how old are you?" who replied: "When at home, twelve years old, on the train only eleven." These two events "rattled" him considerably.

When near the finish of working his train he met an old lady who refused to let the sleeping car porter have her tickets because "no nagur should take things from her," and gave them to him with a letter of recommendation from some unknown person asking "care for the old lady," stating her name was Mrs. O'Dowd. Overhearing him pronounce her name she asked, "Did you know Pat O'Dowd?" He, without realizing what he said, replied he had heard of him, which pleased Mrs. O'Dowd very much, as Pat worked on the railroad.

Having "worked" his train, he thought the "easy time" would come. Just after leaving a station where "The Limited" stopped, he noticed a passenger who should have got off there asleep in his seat. Arousing him he asked "if he had decided to go on?" "Go on? No, where are we?" "Just left C., where you were checked for."

"Stop the train! stop! Don't carry me by! I must get off."

Hurrying to the door he sets up a brake and then the next one, after which in his excitement, to think he had carried by a man, he forgot to pull the signal and commenced "swinging the engine down," as upon a freight. The brakeman, seeing his efforts, pulled the signal cord, causing a stop over a mile out, when the sleepy passenger refused to walk back, saying "he would go on to the next stop and return on the other "Limited," demanding a "return" check because carried by. Being "in doubt" as to the sleepy man's right to a "return" check, the "next" man took the "safe course" and gave him one, uncertain in his own mind whether he would not be charged up with that much fare, while he thought "nothing to worry about on The Limited."

The night wore along, to him slowly. Stocking feet, sometimes bare feet, began to appear. Snoring, long, loud, short and snort, greeted him.

Men forgot other observers in somnolence and rolled and contorted fearfully.

Ladies, overcome by weariness and sleep, became ungraceful in their positions. Open mouths displayed false teeth. Restless heads displaced false hair. Feet placed on opposite seats revealed more than number "two's" or "three's" were necessary to clothe them, while, often, "calves," too old to be excused in such abandon, caused him to think they ought to be "yoked down" to prevent such cavorting. One young lady, who in the early part of the evening had been very solicitous about her "back hair" being properly arranged, through weariness and sleep unconsciously had elevated her feet into the window, and, with misplaced back hair and

tousled bangs, was lying on her back—not snoring, but emitting little short musical whistles which caused the "next" man to think, at first, the signal was "leaking." Discovering the cause he bashfully awoke her mother, telling her "he thought a little straightening up in order."

Rushing to the baggage car he thought, "I didn't know I was expected to be a lady's maid on The Limited."

Occasionally he goes through his train to see if all is running smoothly. He sees a married couple occupying two seats, locked in each others' arms and oblivious to their surroundings, asleep. Men, women and children asleep, and says to himself, "This is inspiring, one may as well be in a cemetery for company." He speaks too soon. A restless old fat lady kicks against closing a ventilator. "Too warm, you will roast us, conductor," she complains. In the next car he is greeted with, "Are you taking a lot of cattle through?"

"What do you mean?" he queries.

"Mean what I say. You seem to think we are cattle, this car is so cold."

Continuing on his way he is accosted by a young lady who asks "If this car is safe?" Asking why she asks, she replies, "It sounds as if there was a broken wheel under it. She hoped no broken wheel was there or gone entirely." The "next" man assured her the car was examined at the terminal by a competent man, and no wheels were "broken" or missing. "So glad," she said, "I should awfully hate to be riding long in a car with a broken wheel or one missing."

He told her he would promise she should not ride long in a car after a wheel was broken or "lost," which comforted her, and she soon slept again.

During the night a couple of Germans got on for a short ride. Coming from the fresh air into such an assembly the contrast was strong, likewise the flavor. As the "next" man took their tickets, one of them remarked, "What's dem schmells? what's dem schmells?" "I hadn't noticed any smell," he replied. "Dem schmells, dem schmells," they kept saying, until to pacify them he said, "Go further back to the cold 'cattle car,' that don't smell." Back they went to escape "dem schmells."

Could this promiscuous, sleeping lot of humanity know the exhalations coming from their improperly prepared bodies, sleeping in their daily dress, were more offensive than the "schmells" from some poorer car called "cattle car," by the "kicker." "They would not feel flattered," said the "next" man, "but I think the average traveler, from what I see, would rather occupy two seats if he has only paid for one, feeling he was getting

the better of a railway company, than occupy half a berth in a sleeper with a friend who had paid for the whole."

Which shows the "next" man was learning to be a philosopher as well as a passenger man. Continuing to philosophize, he said, "Easy time," "no worry," "no bother," "everything goes slick and smooth," "a picnic to run The Limited. One only needs to be a geography, dictionary, encyclopedia, detective, pugilist, mind reader, lady's maid, cattle driver, car inspector, nurse, ticket seller, Keeley curer, call boy, and last and not least, a conductor. A picnic! Give me a good freight with a fair show, after this, and when I 'kick' again to be 'next' man to run a passenger. I hope some one will remind me of my experience, my first night on The Limited." Bang goes a torpedo; another and another. "Ah! here's something in his line, something ahead." He breathes free. Here's a chance to display his energy and hustle. "Obstruction ahead. Protect the rear." He was glad things did not go smoothly. Glad something was in the way of The Limited. Glad to get out of that kicking, sleeping, selfish crowd, to feel himself a man once more who could speak vigorously without stopping to weigh every word, fearing to offend; who could look sharply about him without hearing, "Why do you look so cross?" who could shoulder his own responsibility, letting other people shoulder theirs. He was not fittid by nature or training to cajole, coax, flatter or deceive. He could not utterly sink his own identity and become a foot ball between the company and the public, which he must do to successfully run a passenger train. The foul breath of the drunken man, the lie of the family man, the impudence of the pretentious man—or woman were equally aggravating to him, and action, not repression was what he wanted. He "protected" "The Limited" and completed the run. On his return he asked for his old freight run back again, saying "he'd rather have a freight train and keep his manhood than run a passenger train and become a nondescript, which seemed necessary to successfully be a passenger man, besides the picnic failed to materialize," for him, while "next."

Upon turning The Limited over to the regular man he was asked for the promised "verdict," whereupon he delivered this: "I have worked long and faithfully in the freight service, looking forward to the time a passenger train would be my reward; often envying a passenger man when he passed or met me, looking so slick, while I was so dusty and grimy with hustling; impatiently counting the probabilities for and against an opportunity for myself. Like many other coveted

things, possession disillusionizes. Paradise is to be, but never entered on earth. Railway men like other mortals, always think some other department than their own more desirable. The brakeman envies the fireman; the conductor the engineer; the engineer the passenger conductor; the agent the trainman, etc., etc." "My verdict is," he continued, "The farther a railway man gets away from danger and manual labor the less man and more menial he becomes. Fear of losing a good place warps his manhood, muzzles his sensitiveness, increases his servility and deadens his nerve. At the front in the army, a skirmisher is nearly or quite independent, being too much exposed for official 'heading off.' Likewise at the front or in the midst of hard and dangerous service on the railway, the employé there engaged is less liable to official hampering so long as within reasonable bounds and sometimes without them, in time of need, than in a more 'reachable' position from the 'inner circle.' Exposed and dangerous positions are not so frequently coveted as safer and more showy ones, although more servile, and the man who for a term of years has run a passenger train satisfactorily to the company and public, has become such an adept in non-committal conduct he is not positive he can safely declare his own name; and if he unfortunately, while trying to carry water (the company) on one shoulder and water (the public) on the other shoulder, spills some, thereby losing his place as equalizer, he is the poorest railway applicant on earth to be successful in securing a place again. The qualities demanded in the different positions is incompatible. A freight conductor may be a working, hustling, energetic trainman, and become a good passenger man, but a good passenger man, after long service rarely becomes a good freight man again. If 'A divinity doth hedge a king,' a demonhood doth hedge a man who gives years to the passenger service. 'Therefore, you are welcome to your Limited for Limited service makes limited men, while a man who helps himself has better help than right of way—adding secretly, God helps a man who helps himself.'"

#### The Balance of Power.

BY S. E. F.

I may "swell" sometimes with pride,  
I may "ache" with grief I hide,  
I may "throb" with pity's pain;  
I may "leap" with fear in vain.  
I may sometimes almost "stop."  
I may "rise" and I may "drop,"  
I may "jump" and I may sink,

I may, from exposure "shrink."  
I may warnings oft repeat,  
I must without respite beat,  
Else the brain, where sits the will,  
Who oft commands, "heart be still,"  
Would lose power to me say  
"Be still," Should I once obey.

I beat 'gainst erected bars,  
Gaining therefrom, naught but scars.  
Pride, Power and Ambition  
Know, but scorn, my condition.  
Will not listen unto me,  
Say I "act impulsively;"  
"My right to guide is ignored,  
That right in the brain restored"  
Who says "me he will protect,  
And to do so must reject  
Pulsation motives which leap  
Within me while he's asleep."  
On such basis the brain rests  
And against the heart protests.

Because I protest so oft  
I hear "be still! don't be soft!"  
Barriers which me surround  
I fly against and rebound,  
Rebuffed, I try, but in vain,  
Recognition to obtain.  
My depths are profoundly wrought,  
From the brain no kindly thought  
Agonized my "beat" increases,  
And in some rebound ceases,  
Then the mind and brain and will  
Who so long have said "Be still!"  
In my "stillness" find their own,  
My triumph, as "failure," known.

#### He Knew Columbus.

Half a dozen men of us were lounging about on the depot platform, as waiting passengers always do, and on an old trunk, tied up with a piece of bedcord and checked for Indianapolis, sat an old man smoking a corn-cob pipe. He appeared to be deep in his own thoughts, and was sitting with his elbows on his knees and his shin in his hands, when something was said about the late Columbus centennial.

"Are you talkin' about Christopher C'lumbus?" asked the old man as he suddenly looked up.

"Yes."

"I've knowed him goin' on fifteen years and I can't understand why they make such a fuss over him."

"You don't mean that you know Christopher Columbus personally?" queried one of the men.

"Sartinly I do!" was the peppery reply. "I hain't used to bein' called a liar when I make a

statement. I said I knowed him for nigh fifteen years, and I guess it's a year or two more'n that."

"But, man, Christopher Columbus has been dead for several hundred years!"

"Call me a liar agin, do ye? I hain't no fighter, but I won't stand that from anybody! Christopher C'lumbus was over to my house last night to borry my bushel basket and see if I had any cider bar'ls to sell. He was livin then and in good health."

"Ab, I see!" replied the passenger, "you are speaking of a neighbor?"

"Sartainly, and a good neighbor he is."

"But we are talking of the Christopher Columbus who discovered America."

"So am I. I never heard him say with his own mouth that he did it but I'm willin' to bet on it. He's no hand to brag, but all of us know he's the man, jest the same. His wife once told mine all about it."

"My dear man," continued the other with great persistency, "Christopher Columbus discovered this country in the year 1492."

"Waal, I'm not goin' to call you a liar about that. If you say it's so I'll let it go."

"And he died early in the fifteenth century."

"That hain't so! He hain't dead yit unless he was taken sudden last night or this mornin, and I don't believe he was."

"But he must be."

"Then I'm a liar, am I?" squeaked the old man as he rose up and spat on his wrinkled hands.

"I don't say that. I wouldn't call an old man like you a liar even if I knew he lied. The trouble is that you don't understand."

"I'd as lief be called a liar as a fool!" shouted the old man growing more aggressive as the other seemed to weaken. "I hain't struck a man for thirty years, but it may not be two minnits before I knock some one into the middle of next week!"

"Can a man live 400 years?" demanded the other.

"He kin fur all of me! I hain't sayin how long he shall live."

"Is your neighbor 400 years old?"

"He don't look it, but I never asked his aige. I was brung up to have better manners than to ask folkses' aiges."

"Well, you ought to know that he can't be the Christopher Columbus who discovered America."

"Orter know! How'd I orter know? D'ye 'spose I go around pryin into other folkses' bizness and make a fool o' myself? When he bought the farm next to me on the north they said he was the

Christopher C'lumbus who diskivered America. He looked like it and acted like it, and why should I say it wasn't so? Then his wife told my wife that he was the man, and I'd hev been a purty naybur to call her a liar!"

"I'm sorry for you," said the passenger as a last shot.

"About what?"

"Because you are so ignorant."

"What, callin names?" shouted the old man as he spat all over his hands and hopped around.

"Fust you call me a liar and then you call me names! I won't stand it another blamed minit!

I'll give ye the gaul darndest lickin a feller ever got in all his born days! Here, cum back!"

But the other hastened away, and when he had turned the corner of the depot and disappeared from view the old man, whose legs had been wabbling about all the time, resumed his seat and flourished his aged fists around and exclaimed:

"Mebbe thar's somebody else here who wants to call me a liar about Christopher C'lumbus! I hain't no fighter, but I've got woke up for the fust time in thirty years, and I'll give any man a bar'l of cider as dast knock a chip off my shoulder!"—  
*New York Herald.*

#### Inspection and License Laws.

Since the organization of associations and orders of stationary engineers, there has been more or less of effort on the part of these associations and orders to bring about the enactment of laws compelling the inspection of boilers and the examination and licensing of engineers. That such laws should prevail is, we believe, no more than right, and something that the general public is quite as much interested in as are engineers, as a class. Such laws are in the nature of efforts to protect human life and property, without injury or serious inconvenience to any one—laws that will tend not only to greater safety, but as well to the more economical operations of steam plants.

Of course the question of economy is one that stationary engineers cannot press as an argument for the necessity of inspection and license laws. No law can be passed—and there is no necessity for it—that will prevent the users of boilers and engines from permitting, through incompetent management, the waste of as much fuel as they can pay for, or sending their engines and boilers to the scrap heap as fast as they can buy new ones. But facts can be cited by engineers that will interest those who pay coal and repair bills, and such facts will be important in disarming opposition. While the main effort of engineers is in the direction of showing the protection to life and property afforded by inspection of boilers

and the licensing of engineers, there is excellent room for argument in the line of the economy due to both inspection and license laws.

The condition of politics in this country, and the fact that stationary engineers are not in the "ring," makes the work of getting inspection and license bills seriously considered by a state or city government somewhat difficult. Engineers are not in the habit of paying money for votes in their favor. The most ignorant ward politician can tell them why the measures they advocate so commonly fail. We hope they will never come to spending money for votes. Let the crusade be an educational crusade, and then success will mean something. There is nothing unreasonable asked for by the organizations of stationary engineers. The more scrutiny there is of their proposed methods, the more likely they will be to succeed.

There are, in this country, two classes of men, both more numerous than is desirable, that are responsible for a large percentage of boiler explosions. One class comprises owners of steam boilers who are willing to have them operated when known to be in a dangerous condition, taking the chances. It seems strange that men should be thus heedless of the lives and property of others, but it is a fact that there are such men. And they will pay the least possible amount in wages that will secure the services of any one who can shovel coal. They take the risks on just about the same principle that the sanguine gambler, who always expects to win, does. Nothing but strong inspection and license laws, rigidly enforced, will restrain such men from endangering life and property.

The other class consists of men who are willing to operate boilers that any man of intelligence would pronounce unsafe. No matter what the condition of a boiler may be, some one can always be found who will run it, and he will call himself an engineer, too. Both classes of men named require the restraining influences of the law.

As an instance of the risk men will take in the use of unsafe boilers, a mechanical engineer in charge of works was appealed to by a man doing a manufacturing business in a thriving village out of town to find him an engineer. He was referred to a good engineer who happened at the time to be out of work. The edgineer went to the place, and, after a brief examination of the boiler, flatly refused to have anything to do with it. The manufacturer found no difficulty, however, through an advertisement in a daily paper, in getting an engineer who "wasn't afraid." His immediate neighbors eventually took hold of the matter, and through threats of prosecution,

brought about the calling in of the boiler makers, the foreman of whom, after careful scrutiny, refused to do any repairs. A new boiler was put in, which the cheap man succeeded in pretty effectually burning inside of two months. The owner always contended—and in his ignorance of such matters perhaps actually thought—that the boiler originally condemned was "good enough," and if he and those who worked for him were willing to keep it company, no one else had any business to find fault.

Boiler explosions are generally, but not always, due to ignorance. It sometimes happens that the familiarity which proverbially brings about contempt is responsible. But whatever the cause, thorough inspection and license laws are the best remedies at hand.—*American Machinist*.

#### Conductors Organize.

On last Sunday there was organized at Lindley's hall in this city a division of the Order of Railway Conductors, under the name of Blue Valley Division 343.

G. S. C., A. B. Garretson, presided, and was ably assisted by visiting Brothers, W. B. Usher, of Division 276, Goodland, Kansas; Wm. Matson, of Division 44, Denver, Colorado; I. N. Miller, of Division 141, St. Joe, Mo.; Mr. Douglas, of Division 226, Horton, Kansas; H. Edwards and F. A. Dyer, of Division 328, Council Bluffs, Iowa.

Brother Garretson did not have an order in complete on the division. Fifteen Brothers signed their orders, obeyed their chief and reached home on schedule time.

Blue Valley Division No. 343 starts out with bright prospects and with the following charter members:

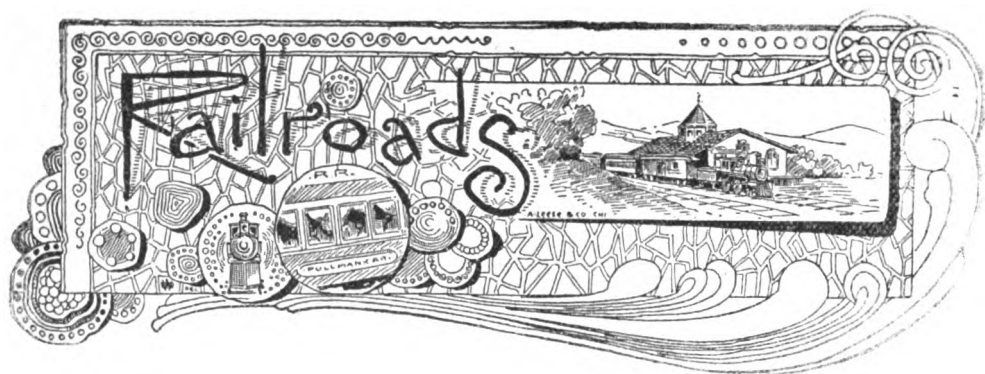
J. D. Holder, J. W. Phillips, F. J. Harrison, R. J. Evans, A. F. Marsh, C. A. Smiley, T. R. Bennett, G. E. Tucker, F. Fryburger, S. A. Smart, J. H. Ralston, E. W. Sumpter, E. A. Smith, M. C. Knight, J. H. Hinett.

The following officers were duly elected and properly installed.

J. D. Holder, C. C.; S. A. Smart, A. C. C.; C. A. Smiley, Secretary and Treasurer; G. E. Tucker, S. C.; F. Fryburger, J. C.; E. A. Smith, I. S.; F. J. Harrison, O. S.; J. D. Holder, delegate; J. W. Phillips, alternate delegate to Grand Division.

The officers and Brothers of the above division extend their thanks to Superintendent Agnew of the Rock Island and Morey of the Grand Island, also to visiting Brothers above named, for their able assistance.

J. W. PHILLIPS, S.  
We, the Brothers of Blue Valley Division No. 343, tender our thanks to Brother A. B. Garretson, Assistant G. C. C., for the efficient manner in which he organized our division.



### Promotion of Firemen and Hiring Engineers.

The *Magazine* is not required to devote space in stating that the promotion of firemen and the hiring of engineers is a proposition fruitful of vexatious controversies on all the railroads of the country, particularly where the membership of the two great orders work under contracts with the railroad officials. \* \* \*

The question now to be discussed is probably as delicate as any one that could be suggested, and if our views in the matter should be adopted and acted upon the members of the B. of L. F. would be required to make all of the concessions and sacrifices, nothing of the kind being required of the B. of L. E.

There must be in this connection the frankest and the clearest statements possible regarding the situation. No sophisms, no begging the question, no circumlocution nor jugglery of words can be tolerated. If firemen are to make concessions and sacrifices for the benefit of engineers they have a right to demand and to clearly understand the reason why.

It so happens that there are, say, 4,000 engineers in the country who are idle and want employment in their chosen calling. We do not know that there are that number, nor have we any authentic information as to how many engineers are out of employment. We say 4,000—any other number would answer our purpose quite as well—but there are a large number of engineers seeking employment as engineers. These engineers, in the main, have been promoted from the ranks of firemen. Whether or not they have forgotten the fact need not here be conjectured. They were once firemen. They were promoted. They are now engineers. There is, as a general proposition, no more promotion for them. They are idle and want employment. We state the fact squarely. We know whereof we write.

How stands the case with the firemen? They are firing locomotives, learning the business at

about half the pay engineers obtain, and this they are doing to secure promotion. Their ambition is not only natural but eminently laudable. They look out for themselves. They are, like engineers, engaged in the battle of life. They work and wait, often requiring many years to secure the coveted prize. These firemen, on numerous roads where they have contracts or schedules, stipulate that when an engineer is wanted that a fireman shall be promoted and not hired from the ranks of idle engineers. They are looking out for themselves, and we ask, what is more rational or logical? On the face of the policy it has the appearance of human wisdom. It is not intrigue. There is nothing in it bearing the impress of plot or stratagem. It is simply, and as they believe, wisely looking out for their own interests in an entirely legitimate way. We do not believe that in the nature of things the action of firemen as we have pointed it out relating to promotion and against hiring engineers, can be successfully combatted. If, therefore, the policy of the firemen is objectionable, the reason for it must be sought for elsewhere—in ultimate outcomes. Let us dispassionately discuss this phase of the subject.

For firemen to insist upon the demand that when a railroad needs engineers it should promote firemen, as we have said, is natural and logical. Seemingly it combines right and reason in an alliance in the highest degree commendable, and if objectionable, if it ultimates against the interests of firemen the fact should be so lucidly pointed out as to command attention.

We have said there are now 4,000 idle engineers seeking employment. It is not required to say why they are idle. These men, in seeking for work, are met by contracts between the railroad officials and firemen stipulating that when an engineer is wanted a fireman *must be promoted and not hired from the ranks of idle engineers.*

It is, as we have said, a case in which firemen are looking out for their own interests, and it is

just here that the question arises, is this the wisest policy for firemen to pursue?

The constant promotion of firemen to the ranks of engineers is one of the reasons why there are so many idle engineers, why the supply of engineers is greater than the demand, a fact which a moment's cool reflection will serve to show firemen is in conflict with their interests.

Take a case. We like to reason from units because the facts apply to tens and hundreds. A serves, we will say, five years as a fireman, and is promoted to be an engineer. He has reached the coveted goal and his ambition is satisfied. He serves at the throttle one year and then, for some cause, loses his place. He then enters the ranks of idle engineers, he swells their number, making employment more and ever more doubtful. At this juncture A tries to secure employment as an engineer. He served five years as a fireman and one year as an engineer, but is met by the firemen's policy, which as a fireman he advocated, that "when an engineer is wanted a fireman is promoted." Necessarily A's fate is fixed. He can not be hired as an engineer. What is left for him? This. He can again enter the ranks of firemen, work another five years with pick and scoop and take his chances for promotion and another discharge. This theory, it is seen, works in a circle. It is round and round in the same treadmill of work, promotion, discharge, and the resumption of places at the bottom to work up again to the top.

In this, we ask, if it does not appear that a wiser policy could be inaugurated so that a fireman, once promoted, may feel an assurance that in case of losing his place, he shall not be required to serve another five years at firing to become an engineer?

The whole argument centers, finally, in the proposition we have submitted. And here the question of compromise arises, and let it be said, if mere selfishness is to prevail, the compromise is specifically in the interest of the firemen in its ultimate results, since, taking the case of A, in our illustrations, if the policy could be introduced of hiring engineers under certain stipulations, he might be reinstated to the throttle without being required to serve another apprenticeship as a fireman.

This brings us to the consideration of the compromise suggested. What should be its nature and scope? It presents to our mind no very great difficulty.

Take any railroad, or system, where firemen have a contract, that, when an engineer is wanted, a fireman shall be promoted, and modify it to the extent, that when an engineer is wanted on the

road, promotion and hiring shall be reciprocal—first, the promotion of a fireman; second, the hiring of an engineer. By this arrangement two exceedingly valuable results are secured—first, the reduction of the number of idle engineers, and second, the large probability of enabling a man, once an engineer, to secure employment without being remanded by circumstances, to again go through the drudgery of an apprentice as a fireman.

On the part of the firemen, it is the surrender of the right of immediate promotion, that they may grasp more firmly the position of engineer, when they are promoted. It is a case of ultimate security of position, as against prompt promotion with the chances of being found in the ranks of idle engineers, with scarcely a chance to secure employment as engineers.

It is a fact that should be stated, that as a general proposition, railroad officials are favorably inclined to multiply the number of idle engineers, as they find them exceedingly handy in case of trouble, when they can be utilized by taking the places of men who seek to obtain and maintain their rights against aggression and oppression, which too often has been a feature of railroad employment.

As we have said, there are a large number of engineers and firemen throughout the country, members of their respective orders, out of employment. The question arises, how can assistance best be rendered to these men by their orders?

We suggest that the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen, each at their grand lodge headquarters, establish what may be termed a Registering Bureau, for the purpose of recording the names of all members who are out of employment. This could easily be accomplished by requiring every lodge of the respective orders to send forward the names and addresses of such idle men.

In this connection it should further be required of the various lodges to notify the grand lodges when there are opportunities for employment—the promotion of firemen or the hiring of engineers—and upon such information, prompt action could be taken by the grand lodges of the respective orders to promptly meet the demand and fill the vacancy or meet such requirements as the emergency demanded.

Manifestly, some arrangements should be made to solve one of the most difficult problems that now confronts firemen and engineers, in matters we have pointed out, and as the subject challenges discussion, it will be well for the thinkers in

the ranks of engineers and firemen to give it their consideration. The course we have suggested is in the line of concession and compromise on the part of firemen, looking to the ultimate and permanent good of all concerned. It is in the line of fraternity and good will, which we believe would result beneficially in many ways to all concerned.—*Locomotive Firemen's Magazine*.

#### Necessity for Uniformity in Car Couplers.

Judge Payson, general counsel of the Western Railroad Association, is quoted by the *Chicago Herald* as follows: "To decrease the number of accidents caused by coupling cars and to constantly advance toward the ideal coupler, two points are essential. First, all couplers should be automatic and of the so-called vertical hook type. Second, no automatic coupler should be used which does not couple with every other automatic coupler. Aside from the carelessness of the employes, there is no source of accident so fruitful as the coupling of a link and pin to a vertical hook coupler or the coupling of two vertical hook couplers made on different plans. Railroads furnish their men with tools to couple cars without accident, but the men universally discard them. Although the Jenny type of coupler is a distinct improvement over the old link and pin, its adoption has largely increased the number of accidents caused by coupling. Ultimate uniformity is absolutely necessary. Several of the States have already taken steps toward this uniformity by compelling the railroads within their limits to adopt one of five or six suggested couplers. To be effective such action must be taken by the legislature of all the states. This would bring about practical uniformity. It is very doubtful if this uniformity will ever come to pass without legislative action. Roads which can afford it are gradually adopting the automatic type and, with those which have been compelled by act of legislature to adopt it, form perhaps one-fourth of the mileage of roads in the United States. This does not mean one-fourth of the number of roads. A coupler of the Janney type costs about \$20 per car. There are about 1,200,000 freight cars in the United States. If one-quarter of the cars now have automatic couplers, it will cost \$18,000,000 or more to fit up the balance. This must be done some time, but will not be done soon if left to the volition of railroad men. You see, a device may be never so good, but its adoption is apt to be marked by an actual loss as its first effect. Railroad officials are interested in getting the highest possible earnings out of their equipment, and are not looking forward to the benefit of the next gen-

eration, when they will be forgotten, and their supposed improvements will, in turn, be sadly out of date.

"There has never been a coupler, and I doubt if there ever will be, which is or will be universally acknowledged as the best by railroad men. I also doubt very much if any will ever be invented the basic principle of which is superior to the present type of automatic coupler. With this in mind it is a curious fact that from six to ten patents a week are still issued on the old link and pin principle. Railroad men are still divided, however, on the merits of the link and pin and automatic principles. For instance, with link and pin there is a good deal of slack between the cars; much more so than with the Janney type. Engineers contend that they can pull a far heavier train coupled with links and pins. Their argument is that by backing up the cars until the draw-heads touch they can start the first car easily. The momentum of this car will assist in moving the second and so on to the end of the train. When in the railroad business, H. B. Stone, now president of the Chicago Telephone Company, was a strong opponent of this theory. He believed that an engine could start at once as heavy a train as it could haul. The argument of the engineers has kept many roads from adopting automatic couplers, as there is but little slack between the draw-heads. A counter argument in favor of the Janney coupler is that it allows but little of either joggling or side motion. Live stock especially suffer from either of these motions, and both are allowed to the utmost extent with link and pin coupling. Fruit and various other kinds of freight are also handled to much better advantage when automatic couplers are used. Every patentee, of course, believes his patent the best. A man of Indiana sent me a model of a perfectly impossible coupler. On the envelope containing his letter were six lines of religious doggerel, and the letter itself contained fourteen reasons why his coupler was the very best invented. I told him his invention was not a good one, but he got up a petition with thousands of signatures and sent it to congress with a request that his coupler should be forced on every railroad in the United States. There is no poorer field in invention than that of car couplers. I would advise any inventor to turn his talents in other directions. If some one should invent a coupler which even at first blush would be declared the superior of all others, it would require far more than its superiority to secure its adoption. It requires business ability of high order, as well as push, to make even a superior patent a paying property.—*Railroad Car Journal*.

St. Louis Southwestern Railway System.

SCHEDULE.

St. Louis, Mo., October 11, 1892.

Revised agreement, between the committees of adjustment of the conductors and brakemen of the St. Louis Southwestern Railway System and its officers, governing the rates of pay and service, entered into the 11th day of October, becoming effective October 20th, 1892, superseding and annulling all previous agreements and understandings:

ARTICLE I.

In the employment of conductors and brakemen in the service of the above named companies, superintendents are hereby ordered to employ none but sober, reliable, competent and experienced men for this service; and all such employees will be directly responsible to and subject to the orders and control of the assistant superintendents. No other subordinate officers will be allowed to interfere in the discipline and control of these employees, excepting that brakemen will obey the instructions of their conductors, so far as such instructions relate to their duties as such.

ARTICLE II.

SCHEDULE OF RATES—PASSENGER SERVICE.

SECTION 1. Conductors ..... \$100 00 per month  
 Except on Shreveport Branch.  
 Conductors ..... \$90 00 per month  
 Brakemen ..... 55 00 "  
 Porters ..... 35 00 "  
 Baggage-men ..... 60 00 "  
 Joint baggage-men, salary shall be arranged with express Co.

SEC. 2. For running pay trains, specials or excursion trains, conductors and brakemen will be paid as follows: Conductors, for runs of 125 miles or less, \$3.25; conductors for runs of more than 125 miles, 2½ cents per mile. Brakemen will be paid on same basis, \$2.00 and 1½ cents per mile.

SEC. 3. No overtime will be paid to any passenger trainmen that are employed by the month in regular service. When they perform extra service, they will be paid for actual service rendered at rates paid for such service.

ARTICLE III.

SCHEDULE OF RATES FOR LOCAL AND MIXED TRAINS.

SECTION 1. New Madrid section—Conductors, \$125 per month.  
 Delta section—Conductors, \$100; brakemen, \$72.50 per month.  
 Little Rock section—Conductors, \$90; brakemen, \$65 per month.

Magnolia section—Conductors, \$75; porters, \$35 per month.

Shreveport section—Conductors, \$100; brakemen, \$72.50 per month.

ON OTHERS.

Conductors, \$90; brakemen, \$60 per month.

SEC. 2. Twenty six or twenty-seven days to constitute a month's work, as the case may be. Three crews will be assigned to runs of 125 miles or over.

SEC. 3. Sunday runs or extra service, in addition to the extra service hereinbefore specified, will be paid for as extra work of whatever class,

SEC. 4. In the event that local trains are discontinued, the local crew that should have gone out on its run may be used in other service without extra compensation, so long as the extra mileage does not exceed the mileage the crew would have made on its regular run.

SEC. 5. On local and mixed runs crews will consist of conductor and three brakemen, Cairo to Waco, Delta and Shreveport sections.

SEC. 6. The third brakeman will be placed on other local runs at the discretion of the management.

ARTICLE IV.

SCHEDULE OF RATES—THROUGH AND IRREGULAR FREIGHT SERVICE.

SECTION 1. All conductors or brakemen on through or irregular freight trains are to be paid 3 and 2 cents per mile respectively; one hundred miles or less to constitute a day's work.

SEC. 2. Freight train crews on the Pine Bluff section to consist of conductor and three brakemen, with the understanding that when power brake is applied to freight trains, through freights that do no local work may be run with two brakemen.

SEC. 3. Dates will change at 12 o'clock, midnight, the same as calendar dates, and two runs on the road commencing on separate dates will be paid for at not less than one day for each run, provided no other run is made on that date.

ARTICLE V.

RATES FOR WORK TRAIN SERVICE.

SECTION 1. Conductors of work trains will be paid \$90 per month, and brakemen \$60 per month, ten hours to constitute a day's work, for the calendar working days in the month. Service on Sundays will be paid extra, and overtime will be paid for all time used in excess of twelve hours per day.

SEC. 2. Crews called for work train service for less than five days will retain their regular crews, except crews that have three brakemen; in that case the third brakeman will be allowed, if considered necessary.

## ARTICLE VI.

## OVERTIME AND EXCESS MILEAGE.

SECTION 1. Overtime will be allowed and paid to all conductors and brakemen of local and through freight trains and mixed trains as follows:

SEC. 2. On all freight runs of less than 100 miles, which runs may require more than ten (10) hours' time, the conductors and brakemen are to be paid overtime at the uniform rate of 30 and 20 cents per hour, deducting two hours for delayed time, when the delayed time on any trip amounts to more than two hours. All overtime in excess of ten hours will be paid for at the above rates. When overtime is not allowed as per time slips, conductors to be notified in writing by the assistant superintendent.

SEC. 3. On all through freight runs of over 100 miles, conductors and brakemen shall be paid not less than 3 and 2 cents per mile respectively for all mileage made on each run; and in addition to actual mileage, overtime shall be paid them on a basis of 10 miles per hour. For example: on a run of 150 miles, they shall be paid 3 cents and 2 cents per mile for 150 miles run, and in addition thereto, for all overtime made in excess of 15 hours, at the uniform rate of 30 and 20 cents per hour, less two hours allowed for delay.

SEC. 4. Crews will be paid one-half rates when dead-heading on passenger trains, and full rates when dead-heading with their cabooses, or running as first section of passenger trains. In cases of crews dead-heading with cabooses, the second crew will run the train, if they have had sufficient rest, the next crew dead-heading; and the dead-head crew, on reaching terminal station, will stand ahead of crew with whom dead headed.

SEC. 5. When crews of through or local freight, or mixed trains, are required to do switching service at terminal or division stations, they will be paid extra for such service, at the rate of 30 and 20 cents per hour, less than 30 minutes not to be counted; 30 minutes and over and less than one hour will be computed as one hour, excepting that on such runs which occupy less than ten hours no extra switching service will be allowed until the total time used in making the runs exceeds ten hours. The actual time made by conductors and brakemen for switching service as above specified, shall be returned by the conductor on his trip slip, and in addition shall be kept by the yardmaster, or, where there is no yardmaster, by the station agent, in a book for that special purpose, and all such switching time shall be returned to the assistant superintendent's office, and made up in the pay

rolls for the month in which the service is rendered.

SEC. 6. When trainmen are held on duty more than one hour at terminal points after the time fixed for the departure of their trains, or if held out more than thirty minutes after arriving at terminals, they shall be paid for such delays at 30 and 20 cents per hour, and such time shall not be counted in computing overtime. In case the delay before leaving exceeds one hour, or after arriving exceeds thirty minutes, payment shall be made for the extra delay based on actual number of minutes delayed or held out, after ten hours service.

SEC. 7. Should brakemen be required to coal engines, they will be paid for two hours at overtime rates.

SEC. 8. When trainmen are called, and for any reason other than their own act do not go out, if held on duty less than five hours, they shall be paid for the time so held at overtime rates, and stand first out; if held more than five hours, they shall be paid for one day, and stand last out.

SEC. 9. Trainmen doubling hills account of train being overloaded, will be allowed the actual mileage made in making the double.

SEC. 10. In computing overtime, no fraction of an hour less than thirty minutes shall be counted, but all overtime of 30 minutes or over and less than one hour shall be counted as one hour. Trainmen will be paid overtime at the regular rate after arriving at terminals until relieved by yardmaster.

## ARTICLE VII.

SEC. 1. When any conductor or trainman is detailed to attend court as a witness on the part of this or other railroad companies, he shall be paid for such service the same rate of pay as now in force, viz: conductors' or brakemen's pay and expenses while away from home. The railway company to receive witness fees if any are allowed by the court.

SEC. 2. When the freight traffic on any portion of the road is so light that all the freight conductors and brakemen in the service are not able to make \$90.00 and \$60.00 per month respectively, a sufficient number of crews shall be laid off (beginning with the youngest men), until the conductors and brakemen in the service are able to make \$90.00 and \$60.00 per month respectively, as near as practicable. Any conductor or brakeman suspended from service under this rule will be given preference as brakeman, according to age, and they will retain their rights as conductors, and will be replaced on their runs when the freight business requires an increase of crews.

SEC. 3. Trainmen living within one mile of division and terminal stations, shall be called as nearly as practicable, one hour and thirty minutes before the leaving time, by train caller, who will be provided with a book, in which the men called will enter their names; also the time called. The working time of all trainmen shall commence at the time set for the departure of their trains.

SEC. 4. Conductors and trainmen, after continuous service of sixteen hours or more, shall be entitled to eight hours rest, if they so desire, before they are again called for service, excepting in cases of washouts, wrecks or other similar emergencies, provided they notify the assistant superintendent or train dispatcher on duty, in writing, on or before their arrival at terminal stations.

SEC. 5. Extra conductors or brakemen assigned to runs, will hold the same fifteen (15) days, provided the regular man has not returned to duty.

SEC. 6. Freight cabooses and their crews shall not be laid over for the reason that their conductor has laid off, unless in cases of emergencies, and then not to exceed twenty-four hours.

SEC. 7. Freight crews will not be run off their respective divisions, except in case of an emergency.

SEC. 8. In cases where trainmen, conductors or brakemen are used temporarily in yard service they do not lose their rights as trainmen. Less than thirty days to be considered temporary, and thirty days or over to be permanent service. Piloting engines and emergency running will be paid at conductor's pay, but will not be considered as promotion.

SEC. 9. Any trainman leaving the service of his own accord shall forfeit all rights previously held. Any trainman discharged from the service, reinstated inside of ninety days, will retain his rights.

SEC. 10. Any conductor or trainman leaving the employ of the company, will, at his request, be given a letter by his superintendent, stating his term of service and the capacity in which employed, and whether he has been discharged or has left the service of his own accord, provided he has been in the service sixty days.

SEC. 11. Whenever a change of division or train-runs requires a conductor or brakeman to change his place of residence, he will be furnished free transportation for his family and household goods to his new place of residence, where such action by the company is not in violation of law.

#### ARTICLE VIII.

SEC. 1. When a passenger or freight conduc-

tor makes reasonable objections in writing to the assistant superintendent or superintendent against any brakeman under his charge, such brakeman shall be removed and assigned to other duty or dismissed from the service, according to the circumstances.

SEC. 2. No trainman will be discharged or suspended without sufficient cause. If any trainman is taken off, for cause, he shall be granted a thorough investigation, and a decision shall be rendered within five days. At the investigation he shall have the right to have any other conductor or brakeman of his own selection appear and speak for him; and shall have the right to appeal from the decision of the local to the general officers of the road, and the decision shall be made within five days after presenting his appeal. In case such decision is not made within five days on such appeal, their pay shall begin and continue until a decision is rendered. It is understood that the interpretation of the above is that five days are allowed each officer with whom the appeal may be made. If found innocent, he will be paid for all time lost.

SEC. 3. The above rule shall be subject to suspension by either the trainman or the company. If a longer time for investigation is granted at the request of the trainman, no compensation for such additional time shall be allowed. If a longer time is granted at the company's request, he shall be allowed full pay for such additional time.

SEC. 4. The proper officers of the railway company will listen to any reasonable complaint, made either by individual conductor or brakeman, or by a committee of conductors and brakemen, provided proper notice is given in writing as to the subject of complaint, and a special appointment is made as to the time and place to consider the same.

#### ARTICLE IX.

SECTION 1. Passenger train brakemen, never having worked on freight train, must work at least two years in freight train service before they shall be promoted to conductor.

SEC. 2. In filling vacancies in the rank of freight conductors, all conductors and brakemen will be considered in the line of promotion according to their age in the service, and their ability to assume the duties of conductor; except that two brakemen shall be first promoted, and then one experienced conductor may be employed as conductor, at the option of the officer in charge. A conductor so employed shall take his place at the foot of the list of extra conductors, and may be temporarily used as extra brakeman, pending vacancy to be filled by him.

SEC. 3. All conductors will be considered in line of promotion according to their term of service, dependent upon their good conduct and ability. Whenever additional conductors are required in the passenger service, promotion will be made from the ranks of freight conductors, as above, giving each freight district in the division representation, except that the superintendent reserves the right to employ new or additional men for these positions when he considers that the good of the service requires it.

SEC. 4. It is understood by divisions, that the St. Louis Southwestern Railway Company comprises one division, and the St. Louis Southwestern Railway Company of Texas and Tyler South-eastern Railway another division.

SEC. 5. Train crews will not be required to load over five bales of cotton at any one station.

SEC. 6. There shall be no discrimination against any employé of the company on account of being a member of any of the railway organizations.

No departure from any of the provisions of this agreement will be made by either of the parties thereto, without thirty (30) days' notice in writing be given of a desire to deviate from the above provisions; such notice to be given each of the parties hereto.

J. A. EDSON,	W. B. DODDRIDGE,
Superintendent.	Gen. Manager.
For the Conductors:	For the Brakeman:
H. SWANNER,	THOS. WHITBY,
F. M. CULVER,	P. H. H. MOORES,
W. J. RAINS,	W. B. BIRD.
C. E. MOCKBEE.	

WATER VALLEY, Miss., March 19, 1893.

*Editor Railway Conductor:*

Division 304 was organized at Canton, Mississippi, Madison county, Nov. 12th, 1892, with ten charter members, and we have forty-four as good members as any division. They all attend meetings every chance they have and take great interest in the work. When we have a candidate to initiate there is always a good attendance, as the boys from the branches lay off and come down. All our members run on the main line and branches of the I. C., except two, who are on the G. P.

We had a hard time finding a name for our division, as there was a Canton Division in Ohio, and a Madison Division in Indiana, and we could not name it for the city or county in which we were situated. Brother Wm. Wood of Division 149 came to our relief and suggested Pearl River

Division, which I think as pretty a name as we could have selected, as we are near a very pretty river by that name.

We are well fixed with officers, our C. C., Wm. James, is an old member of the Order, and well posted and strictly business from the word "go." Our worthy secretary and treasurer, C. B. Box, is G. Y. M. at Water Valley, and a young member who takes great pride in his office. Our A. C. C., Jno B. Hawkins, runs between Durant and Aberdeen on the C. A. & N., and to show you what kind of officers we have, he gets Brother R. Calquhoun to run his crew every other Sunday, and attends our meetings. We meet every Sunday in Odd Fellows' Hall at 1:30 P. M. Any brothers who happen down our way are invited to meet with us, and will find a warm welcome and help, if in search for a position. The I. C. employ a few conductors, but promote a good many men; we manage to work an Order man in occasionally. Every conductor on this division belongs to our Order, that has run the required time, and we experience a good deal of trouble by young conductors making application before they are eligible, but we hold them to twelve months' experience. There is some talk here of federation. I think the engineers and firemen here are in favor of system federation, and we are about equally divided between system federation and general federation. We elected Brother Wm. James as a delegate to a union meeting to be held in Memphis by Division 175, April 30th, to discuss federation and other questions of interest to the Order. The worst feature about our division is, out of forty-four members not one subscribes for the CONDUCTOR. I have asked a good many why they don't take the CONDUCTOR and they say they want to subscribe and would if we had an agent for it. I can't say why we have not elected one yet, but I guess we will next meeting, as we elected a correspondent last Sunday, and I think a poor one at that, but will do the best I can. I think we will be able to send you the names of at least fifteen subscribers soon, and expect it won't be long until we will all take the CONDUCTOR.

We give our annual ball at Canton the second Tuesday in May, and we expect a large crowd, as we will offer a handsome silver lamp to the member who sells the most tickets.

The ladies are talking of organizing an auxiliary at Canton. There are eleven of our wives who live at Canton and plenty material near on the different branches.

Yours in P. F.,

PHIL GARLICK.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

TOLEDO, Ohio, March 14, 1893.

*To all sister divisions:*

The fifth annual convention of the L. A. to the Order of Railway Conductors will meet in the I. O. O. F. Temple, corner of Erie and Jefferson streets, Toledo, Ohio, May 9th, 1893, at one o'clock P. M.

We have secured rates of \$2.00 per day at Hotel Madison, corner Madison and Ontario streets.

Any division notifying the secretary of Banner Division, giving names and date of their expected arrival will have rooms assigned them at the above hotel.

There will be a committee of the O. R. C. at the several depots, who will be pleased to give the sisters any information they may desire.

Banner Division will gladly welcome not only the auxiliaries but all the conductors' wives, and will furnish a committee who will take pleasure in doing everything possible to make your visit to our city a pleasant one.

MRS. JAS. McMILLAN, President;

MRS. J. POWER, Secretary.

SUNBURY, Feb. 25 1893.

*Editor Ladies' Department:*

The following officers were elected for the year 1893 for the Ladies' Auxiliary to the O. R. C., Eastern Star Division:

Mrs. W. H. Shafer, president; Mrs. John Bell, vice president; Mrs. J. B. Van Dyke, Sec. and Treas.; Mrs. J. H. Ellenberger, S. S.; Mrs. T. J. Heaney, J. S.; Mrs. Frank Long, guard. Mrs. Robert Kline, chairman of executive committee; Mrs. N. Fertich, correspondent; Mrs. J. B. Van Dyke, delegate; Mrs. Robert Kline, alternate.

We are gaining in strength, and hope in the near future to have all of the wives of the conductors with us.

Our financial department will compare with the best of our sister organizations, but it takes work to get it. We have had our dime parties also, as others have, as I see by your pages. On Thursday evening, Feb. 23, we had a supper called a "mysterious tea." We had tickets issued which were sold for 25 cents each to all that we could induce to buy, our husbands helping us in this by selling a number for us, and special mention must be made of Mr. W. H. Shafer and Mr. Frank Long, for selling as many as they did.

The committee were: Chairman, Mrs. Robert Kline, assisted by the following sisters: Mesdames T. J. Heaney, J. Bell, J. H. Ellenberger, F. Long, M. Wolf, E. McAlpine, N. Fertich, W. H. Shafer; Brothers W. Kesty, Long, Kline, Camp, Shafer and McAlpine gave us material assistance also, in preparing the hall and waiting on us in all things needed. We cannot tell as yet the amount cleared, as all reports on sale of tickets, etc., have not been made. Following is the

MENU.

First Course—A woman of grit (sandwich). All things to all men (hash). What a boy calls his sweetheart (honey). Two for a cent (onions).

Second Course—A distressed country (chicken). Fruit of the vine (pickles). A celebrated author (bacon). Tabby's party (catsup).

Deserts—Ruination of the world (apple). Skipper's retreat (cheese). A woman's favorite (gum). Tree cake (cocoa nut). Maid of New Orleans (molasses cake).

Beverages—All men's favorite (coffee). Spring lake (water). Old maid's relief (tea). Conductor's friend (toothpicks). Brakemen's beverage (ginger snaps). Newspaper salad (tongue). Engineer's choice (rice pudding). Fireman's dislike (smoked sausage). Merchant's bait (taffey).

There is some talk of instructing our delegate to have a grievance board formed by our next Grand Division, and have powers conferred of the same to our local divisions. We have a just cause to be adjusted and think we would win, providing we could go at it in the right way.

We think that when our husbands get an increase of pay our pin money should be increased in proportion; also that our husbands should stay at home when not at work and do up the housework for us, and let us go out more and see the girls. (When they go out they say generally they want to see some of the boys.) They see plenty of people when out on their trips, getting lots of fresh air and exercise, while we, who have small children, are compelled to stay at home and take care of them. Also have a rule made that our husbands shall take us out to all sleighing parties, all operas, etc., that are going on, especially. When the season for them is over to bring in all coal and wood, take out all ashes and do various other things needed around the house—doors locked and windows fastened; put the cat out, bring the children a drink at night when they want it, see that the fires are fixed for the night. By starting with a small schedule in this manner I think that by the time of the meeting of our next Grand Division we will have all things granted, with but a few strikes, and am sure we will not lose any of them, for as the old saying is, when a woman will she will, and when she won't she won't, and that is the end on it.

Well, there, woman like, I started to tell you of the tea and have drifted off to this subject. Our tea was a success and created a great deal of enjoyment for all who partook of it. Bro. Long started in to have a good supper and this is what his first call was: Two for a cent, fruit of the vine, a woman's favorite, spring lake, a conductor's friend and fireman's dislike. When he received his call he was the most blankety-blank looking face you ever saw. A great many laughs were created by the different calls made, and all say get up something else on the same scale soon again. Well, as this is my first, and in fear of the waste basket, I must close.

Fraternalty yours,

MRS. N. FERTICH.

DES MOINES, IOWA, March 22, 1893.

*Editor Ladies' Department:*

Excelsior Division No. 19, of Des Moines, Iowa, is thoroughly organized for work the coming year, with the following named officers: Mrs. O. T. Johnson, president; Mrs. W. T. Rich, vice president; Mrs. Wm. Milby, S. S.; Mrs.

Mills, J. S.; Mrs. O. E. Wilcoxon, guard; Mrs. E. N. Agnew, Sec. and Treas.

Our delegate to the Grand Division is Mrs. E. J. Cavanaugh, and we are sure to be ably represented.

Just now Division No. 38, O. R. C. is assisting us in preparing for a banquet, April 13, to celebrate our first birthday. The Kirkwood House is to be the scene of the festivity. The banquet is to be no dress affair and we are heartily sure of a grand good time.

At this time a resume of our division for the past year will not be out of place.

We were organized last April with twenty-one charter members. Before three months had elapsed four of our members were removed to other places and now a fifth is preparing to move also. We have had one initiated member and one transfer. Death entered the home of one sister and took away a little one, and with that exception we have been quite prosperous.

We should be pleased to have the other divisions write more frequently to THE CONDUCTOR so we could know who our sisters are and what they are doing.

Yours in T. F.,

MRS. C. M. COOK.

CLEVELAND, O., March 6, 1893.

*Editor Ladies' Department:*

I was selected this year to serve as correspondent for Bethlehem Division No. 1, of Cleveland, Ohio. Now I am sure you will agree with me in saying our division made a great mistake by so doing, as I sent you in but one miserable little effort last year, and they should have chosen some one better able to fill the position this year. Along with inability to write an acceptable article, I must also plead a long and serious illness, which compelled me to absent myself from the meetings, and of course cannot give a clear account of the progress they are making. But progressing I know they are for I have been benefitted by their worthy work, and can safely say our motto is being carried out by the sisters of Bethlehem Division, both collectively and individually, each one trying to do what she can to make a success of the Order, and with the energy and zeal exercised by our excellent president, Mrs. C. P. Hodges, we surely will fall in with the line of other successes mentioned by the different ladies in their letters to this journal.

I said I had been benefitted by our ladies' worthy work, and I must tell you how. They brightened my sick room with beautiful flowers from time to time and I also received flowers from Sister S. M.

Pennell, who together with all the ladies (that were not prevented by sickness or long distance) visited me, and evinced such a hearty interest in my welfare and were so anxious to do something for me, that I was moved to tears at times, and thought: well, conductors' wives do not stand alone in the world any longer; the auxiliaries have broken the barrier, and they are (as someone else has written) like one family.

This letter will appear like a history of my ills if I do not cease to write of myself, but I was anxious to let you know how united our sisters are here.

They say it is "never too late to mend," and as no one else has sent in a list of our officers for this year I will do so now: There were but two changes made. Our president, Mrs. C. P. Hodges, was selected by one loud voice, seemingly, for they all cried out at once, thus showing their hearty approval of her work as president. The same spirit was manifested toward our vice-president, Mrs. J. W. Sylvester, broken only by her efforts to vacate the chair in favor of someone else, which argument was soon overcome. Secretary and Treasurer Mrs. J. W. Scanlon was obliged to vacate her office on account of failing health, and it is being filled this year by a bright energetic Sister, Mrs. G. H. Carmont. Senior Sister, Mrs. Wm. Forbes, was re-elected in a most hearty manner by all present. Junior Sister, Mrs. Jas. Smith, was obliged to remain at home from a number of the meetings on account of sickness and other pressing family duties, and expressed a wish that the sisters would choose someone else to take her office, which she filled in an admirable manner. Mrs. James Carroll was them chosen to take her place, and is also an able officer. Then came our little Guard, Mrs. J. H. Lahiff, who objected strenuously to filling that office again this year; her arguments were not very strong and were soon overcome. Why she should object is more than I can imagine, unless it be that she suffers from the cold away down by the door, or perhaps she would enjoy sitting in among the crowd and not be lonesome, but she has Sister Vice at her side and she is tip top company; at any rate we cannot spare Sister Lahiff until someone else promises to guard our interests as faithfully as she does.

At Christmas time the Sisters' hearts swelled to such an enormous size that had our treasury swelled accordingly, there is no knowing where their acts of true friendship would end. As it was, they were obliged to limit themselves to their means, and be satisfied with sending Xmas gifts to the Sisters whose husbands had left a vacant chair in Division 14 of the O. R. C.

Dear readers, forgive me if I have made my letter too lengthy, for you see I had to make up for lost time.

Yours truly,

MRS. J. W. SCANLON.

MACON, Ga., Feb., 16, 1893.

*Editor Railway Conductor.*

In the Ladies' Department, December CONDUCTOR, I notice an article from "The Old Maid Nancy."

As I am not in the Ladies' Department, probably I'd better stay out, but I just want to kinder step in and tell Maid Nancy what a will-o'-the-wisp she is chasing in her hankering woman's suffrage. Its something of a delusion, if not a snare.

I think Maid Nancy should congratulate herself that she could with a clear conscience fold her hands, sitting quietly, while the "two for a cent" men marched by to cast their votes. She should have looked down upon it, feeling glad her duty did not call her to mingle with the "two for a cents," and she would surely have had some of that "vile, yellow tobacco juice" "squirted" on her clothes, for I've observed men around the polls generally do not bother their brains much as to what they should or should not use as a cupid. I feel sure if women were given the ballot their surroundings at the ballot box would surprise and disgust the most of them, for in addition to being elbowd by the "two for a cent" men, she'd have her feet trod upon by the "three for a cent" women, unless Maid Nancy thinks there are none of that kind. She says there are "men and men and a vast difference between them." Just so. She might have said the same about women. All these different shades and kinds she would have to meet democratically at the polls, for the ballot box like love "levels all ranks and lays the shepherd's crook beside the sceptre," the coupling pin beside the teacher's basting strap.

But I want to send Maid Nancy this message from away down south, that she in aspiring to the ballot is in the same condition of every boy before he is twenty-one, grasping for a bubble that will burst as soon as touched. This "freedom," as long as it is beyond reach, looks beautiful, when grasped 'tis nothing. How many men to-day do not go near the polls on election day? How many go only from a sense of duty? But what would Maid Nancy have? She tells us, the ballot everything from casting a vote for a justice, to a seat in the presidential chair. Does Nancy expect all these "rights and privileges" when "war's dread alarms" are sounded to shoulder their muskets and take the field? I

judge not, and yet they must. If they take part in the political quarrels, they must alike with the sterner sex share the hardships. What a sight a regiment of women would be all booted and spurred awaiting the bugle call to mount—or, fixing their bangs, powdering faces, etc., in constant dread for fear "boots and saddles" would sound before their toilets were finished. It would be sad to note how many would go to the guard house each day for appearing at dress parade with their bangs done up in curl papers.

I can imagine a lady at the head of a line of troopers, sabre in hand, storming a battery, or leading a forlorn hope, but can't help thinking she would be out of place.

Doubtless Maid Nancy thinks she is leading a forlorn hope in her school room trying to teach some of the young ideas how to shoot. The difference is, however, that in the former case the ideas she would confront already know how to shoot; and a Winchester rifle or a Gatlin gun would take the place of the birch rod and ferrule.

She says this is woman's day,—and so it is. The day of woman's emancipation and higher education, when she is no longer to be considered as a part of the goods and chattels of the "lords of creation," but she is not to be lowered from her position to wallow in the slush and mire of political life, or to assume any of the duties that belong rightfully to man. They are to remain effeminate, upon a higher plane, surrounded by a purer atmosphere than surrounds the other sex. True, we have our Belle Starr, Nancy Hart and Joan of Arc, but I feel assured Parthenia and Portia inspired far deeper and more lasting respect and admiration, and filled to a much greater degree the mission of woman.

The crowning glory of our good city is the famed institution of female learning which adorns one of our loftiest hills. Grand, glorious old Wesleyan! the first institution ever established for the higher, fuller, and more complete education of woman, the entering wedge of the emancipation of the sex, how proud we are of thee and thy work, for from thy bosom have been sent the finest specimens of womanhood with which the world was ever blessed. As I look from my window tonight, I see the brilliant light which adorns the pinnacle of thy loftiest tower, fit emblem of thee and thy work, dispelling darkness and shedding brilliancy, as thou hast done, upon all who come within thy influence.

Thine alumni, an honor to any institution, to any land, to any age, bright, sparkling jewels of most excellent womanhood, may its influence spread 'til this fair land of ours is blessed with women moulded after thy pattern.

Oh! Maid Nancy, Maid Nancy, don't let me remember you as an aspirant for political honors, (?) as a schoolmistress consumed by a painful regret that she cannot exercise the rights and privileges of a schoolmaster, but when your name is mentioned, let me rather think of you as that schoolmistress whom we all learn to love from hearing the "autocrat" speak so sweetly of her at "the breakfast table," or, better still, of that other one whose "foot print lies beside my deepest ocean buried inscription," the purity and gentleness of whose life and character sweetened the lives of all who knew her, and who was an inspiration to and the guiding star of the life of

BACHELOR JIM.

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#### Sweeten Life With Kisses.

A good-bye kiss is a little thing,  
With your hand on the door to go,  
But it takes the venom out of the sting  
Of a thoughtless word or a cruel fling  
That you made an hour ago.

A kiss of greeting is sweet and rare,  
After the toil of the day,  
And it smoothes the furrows plowed by care,  
The lines on the forehead you once called fair,  
In the years that have flown away.

'Tis a little thing to say: "You are kind;  
I love you, my dear," each night,  
But it sends a thrill through the heart, I find,  
For love is tender, as love is blind,  
As we climb life's ragged height.

We starve each other for love's caress,  
We take but we do not give;  
It seems so easy some soul to bless,  
But we dole the love grudgingly, less and less,  
Till 'tis bitter and hard to live.

—*Philadelphia Enquirer*

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#### Counter Thoughts.

"What is the little one thinking about?  
Very wonderful things, no doubt!"

What are the old folks thinking about?  
Very wonderful things, no doubt.  
A thought like this filled the baby's head,  
(A wonderful baby, and very well read).  
He gazed at grandpa, and grandma too;  
And mirrored the pair in his eyes of blue,  
Asside by side they sat there rocking—  
He with his pipe and she with her stocking.

And the baby wondered, as well he might,  
Why old folks always were happy and bright—  
And he said in his heart  
With a blithe little start

That showed how gladly he'd act his part:

"I'll find some baby as soon as I can,  
To stay with me till I'm grown an old man,  
And, side by side, *we'll* sit there, rocking—  
I with my pipe, and she with her stocking."

—*Mary Mapes Dodge in Century.*

#### Praise.

Though praise is very sweet to hear  
And human hearts are prone to love it,  
Yet, if unmerited, I fear  
'Tis scarce a thing for sense to covet.

The friend who braving all my wrath  
Holds up a mirror to my vision,  
And shows me my ill-chosen path  
Will never lead to fields Elysian.

Who marks my blunders, probes my faults,  
While I with shame am inly quaking,  
Though my affection for him halts  
He is my friend and no mistaking.

But he who ever smiling comes  
With honeyed words and flattering glances,  
Whose every phrase all dissent shuns  
And chimes with all my vagrant fancies;

He fans, 'tis true, my self-esteem  
And gives free rein to dreams conceited,  
And in his presence it would seem  
That friendship's mission is completed.

And yet, I cannot make it so  
Howe'er I strive with logic clever,  
For in my inmost heart I know  
He is my enemy forever.

—*Harriet Smead in Inter-Ocean.*

#### "Tramps."

"Oh don't waste your words talking about tramps," says the energetic business man as he buttons up his soft spring coat, "we see enough of them without talking about them."

And the tidy house-wife busily engaged with her needle work, sitting before the cheerful grate, taps her neatly clad foot on the floor exclaiming, "Oh tramps! there is nobody to blame for their condition but themselves; I don't pity them, they enjoy it or they'd find something else to do."

That is just what they will be compelled to do if some way is not provided for their escape from theft—perhaps murder,—starvation or suicide. But I did not start out to enlist people's sympathies for the tramp; it was the other side of the facts in hand I wished to speak of.

Are we wise in not providing for these wanderers (no matter how they became such) that must according to nature's law, eat in order to live. Often a "tramp" is killed, or kills some one else.

People do not stop then for money or time to bring the murderer to justice. Burglaries are committed, and the time and money necessary for a trial (if the thief is caught) are quickly forthcoming. Every city and town has its wood yards, lock ups, or other places, that with but little expense could be fitted to furnish work and meals for these wilfully or unfortunately "tramp made men."

Candidly and soberly, would it not be wise to look into this thing, and prevent the crime that must naturally arise from their present condition, as regards their ability to provide for themselves, and our failure to place before them any avenue of escape? It is easier to prevent crime than to take care of the criminals.

#### ANOTHER VIEW.

I have only meant to appeal to the selfishness of the people in the first, but in this, the second view, I wish to speak to the higher impulse of the human breast, "christian brotherly love." In this we will not make any attempt to analyze the multitudinous reasons why there are so many tramps. That thousands of men and boys are practically homeless today, wandering about the country and in our cities and towns, without a shelter for their heads or place to rest their weary feet, is an appalling fact. Mothers whose boys come almost hourly to you for comfort and advice, wives whose husbands sit at the well filled table, enjoying the fruits of sobriety and perseverance, can you not take a few minutes to sit and think, to draw a mental picture of what it would mean were your loved ones homeless and hungry to-night, even if it were their fault, (as is not always seemingly the case) can you not afford out of the abundance of time given you for the benefiting of your own, a few moments to looking these stern facts in the face, and a little time to talk it over with your friends? A little word goes a great ways sometimes. The abolishing of slavery did not come in one great breeze. Long before our sober-minded brothers were fired with the zeal that made them willing to lay down their lives for the equal rights of all, the voice of justice had been ringing in their ears, had been heard at the fireside, little by little, until the enormity of the crime could be stood no longer. Are not tramps slaves? Perhaps they are slaves too often to their own lack of physical and moral courage; but they are slaves nevertheless, driven hither and yon as chaff before the wind. Did you ever wish you had a thousand tongues, and the ability to make them say just what you feel but cannot begin to express even with one tongue? Well, that is just how I feel regarding the subject of this effusion.

Not long since we had two houses robbed in open day in our town. It was then that the sheriff, constable and marshal bided themselves off to the side tracks, some ways out of town, where are always stored many empty cars, and took into custody six or seven tramps, marching them into the jail to abide until they decided what to do with them. It was a wet drizzly day, but business in interest of the R. R. men's wives called me away. As I was walking hurriedly up the street toward the car, (after kissing husband and boys, as well as girls good-bye), I met suddenly this procession of "tramps," headed by the afore-mentioned officials. Defiance marked the faces of some, (none of them were bad looking fellows,) and one of them darted at one side to snatch a torn newspaper that fluttered at the side of the walk in the wind. That was enough to awaken an interest in most any spectator's mind, but later in the day occurred the climax to my already sensitive feelings. Returning home from my trip, in the evening of that same day, I was met by my son, who, soon as we were started from the car, said, "Look there, mamma, see 'them' tramps; they have just an hour and a half to leave town in." There it was just at the edge of evening; men of our own town hurrying home to their supper. I, going home to my loved ones, glad, even after a few hours sojourn among kind strangers, to feel the welcome of home, and those seven young men sent out with orders "to leave town," with no definite aim before them, to be led by any evil impulse that might present itself at that unfortunate time. Church bells soon began to ring on every side. People flocked to hear words of peace to their souls, while out from their midst went seven homeless, aimless souls, out into the darkness, from a city in which each night the christian people were standing up, professing to follow the dear master who said, "As ye have done it unto the least of these my brethren, ye have done it unto me." Whose fault was it, the fault of none, yet the fault of all. *It is worth our while to give heed to this thing that is getting to be a curse to all.*

Freedom begins deep down in the mental life of each individual, and works its way upward and outward, conquering obstacles and compelling conformity to its own lofty demands. It fires no pistols and throws no bombs; it is like the sunlight that makes the opposition of darkness as nothing. Indeed, freedom is the sunlight of the natural man and woman: it is that splendid radiation from the great central luminary, "I," that goes forth farther and farther, widening the individual horizon all the time. Women are

coming to the front more and more, daily and hourly; but are not coming through any extraneous lifting and carrying. They are coming by the law of development. Slowly but surely the consciousness of their own great capacity so long overlooked is stimulating them to royal effort for themselves, and to a splendid belief in themselves. They are like the laborers. Each one of them is all there is, and all they need is to awaken to a knowledge of the fact. Both of these classes, so long the victims to what looks like a cruel fate, are to find within their own bosoms the conquering powers for their release. Indeed, there is no other release for the universal people. The most successful among us are failures in comparison with what they might be—with what we might be. None of us have searched in the right place for strength. We have searched for it in others, in the world at large, and in a weak manner we have petitioned God to send it to us; when all the time we are expressions of it; we are the embodied strength, which—as we bring it forth—conquers all things. The bringing forth of strength from within ourselves is the evolution of freedom; that freedom which alone can vindicate us and establish our claim to manhood and womanhood. Let us cease to whine over the injuries others heap upon us until we disabuse our souls of the injuries we heap upon ourselves. Let us cultivate a just recognition of ourselves, our own unparalleled worth, and this fact will compel justice from others. "Know thyself" is a wonderful injunction; because to know yourself is to know all there is to be known.—H. W. in *Willmens Express*.

#### Feet Too Small.

Louis Xavier, a Parisian sculptor now making a tour of America, sat in the corridor of the Southern the other day and discussed the human form divine, says the *St. Louis Globe-Democrat*.

"It is not true, as the world generally suppose, that ideal statutes are composites. Yes, I have read that sculptors use a number of models for one statute, copying the head of one the bust of another, the limbs of a third, and so on. Some sculptors may resort to such ridiculous patchwork, but I imagine the effect would be far from pleasing.

"Perfectly formed women are by no means so rare as generally supposed. Not one woman in a dozen has been seriously deformed by tight lacing, and the high-heeled shoes, that formerly played such havoc with shapely limbs, have about gone out of fashion. But a perfectly formed female foot is now a rara avis. The world seems to have adopted the Chinese idea that the smaller the foot the

prettier it is, and the result is that perfectly modeled feet are cramped and abused until not a line of beauty is left. Now any sculptor, any artist, will tell you that a foot too small to harmonize with the figure is an actual deformity. I would rather see the foot too large, if it be shapely, than too small. Think of a Juno who stands five feet seven inches and tips the scales at one hundred and fifty pounds teetering to and fro on No. 1 or 2 feet! She should wear a No. 4 at the very least, and a No. 6 would not be out of proportion.

"Like the foot, the hand should harmonize with the body. A little string of a hand on a lusty Minerva, who towers up nearly six feet tall, is shocking to true artistic taste. Did you ever see a man whose nose was too small for his face? Well, it is just as necessary that the hand and foot should be in harmony with the figure as that the nose should fit the face. Some day people will learn this, and then as many people will wear padded shoes as now limp along in footgear a size too small. Madam will then be as much ashamed of a hand too small as she now is of one too large."

#### Woman's Dress.

There can be no doubt that as long as women remain the slaves of fashion they are destined to occupy an inferior place in the affairs of the world. A thoroughly healthy mind can live only in a thoroughly healthy body. Women who wear corsets suffer from contraction of the thorax and the thousand ills it brings forth. The trailing skirt, whose weight rests on the hips, interferes with the power of locomotion, prevents wholesome physical exercise and poisons the skin with the impurities it sweeps up on the streets.

Woman's evolution or elevation depends upon the adoption of a dress which permits the lungs to expand and liberates the body from the thralldom of inartistic drapery. It is one of the pleasing signs of the times that the leaders of the woman movement, however much they may differ on matters of less importance, are unanimous and enthusiastic in their advocacy of dress reform.

Woman, like man, was made in the image of God. We have no sympathy with prudes who insist upon the perpetuation of the skirt because it hides the form. The skirt is a badge of woman's inferiority, conferred on her at a time when the sex enjoyed neither civil nor social rights. The Oriental trousers—a dual skirt—is a far more convenient and healthy garment than the heavy drapery worn by the women of America who look upon their sisters in the east with pity and compassion.

Every one who has given some thought to the

social conditions of the country must admit that the women will play an important part in its future development. They have already become a part of American business and professional life and are even now conducting an aggressive and popular campaign for equal suffrage. In a few years they will accompany us to the polls and assist us in selecting lawmakers and making our laws.

In view of these facts, it becomes the duty of men to urge upon their wives, sisters and daughters the adoption of a dress which shall permit rational exercise without violating the artistic taste. Not until women are clothed in garments emblematic of freedom can they hope to compete successfully with men; nor will they be free from the small prejudices and weaknesses which have retarded their evolution and made them the subject of ill-tempered ridicule.

The importance of clothes must not be underestimated. To quote from "Sartor Resartus," "as despicable as we think them, they are so unspeakably significant.—G. W. Weippiert, in *Chicago Graphic*.

#### What Doesn't Get Away.

We should spend less time in groaning  
O'er the things that miss our clasp,  
And instead of idly moaning  
Keep what's handy in our grasp;  
Look at others' gains less blindly,  
Knowing naught at envy's sway,  
And feel thankful-like and kindly  
For what doesn't get away.

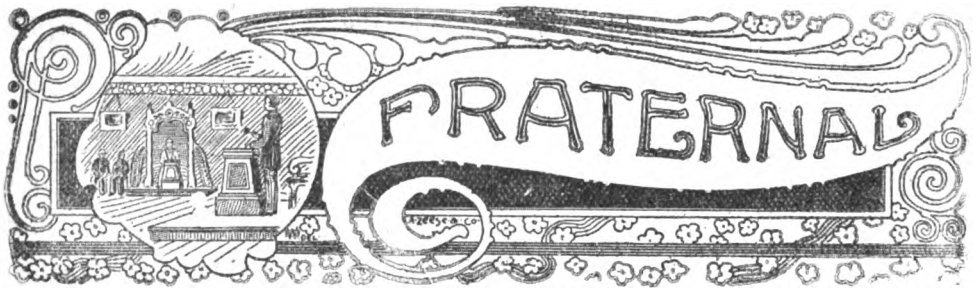
There's wealth of jocund pleasure  
Comes to every one who lives,  
If contentment marks the measure  
Of gifts that fortune gives.  
Thus, instead of grim annoyance,  
O'er the things that elsewhere stray,  
Let us revel in the joyance  
Of what doesn't get away.

It is not the thing we sigh for  
Oft is for our pleasure best,  
Nor the thing we hardest try for  
Oft can yield the sweetest rest;  
Better than all fate can bring to  
Eager hearts in life's brief day  
Is the thing we love and cling to  
And which doesn't get away.

—C. S. O'Neill in *Woonsocket Call*

#### Flirtation.

She lifts back the window curtain;  
He closes the gate below;  
She smiles—a coquette, I am certain;  
His eyes take a tender glow.  
Will it be this way after marriage?  
Will they play at sweethearts through life?  
Listen, you who would true love disparage:  
They have flirted for years—that's his wife.  
—Nelly La Rue Brown, in *N. E. Magazine*.



PUEBLO, Colo., March 5, 1893.

*Editor Railway Conductor:*

During our visit at Topeka the delegation of switchmen received an invitation to attend the grand ball given by Division 179, Order of Railway Conductors, on February 22, 1893.

We attended in a body, and on arrival at Metropolitan Hall were cordially received and made to feel at home. The hall was handsomely decorated and a large attendance of the members and families of the order and their invited guests.

The grand march was led by Assistant Chief Conductor John Woodward and his estimable wife; R. J. Sloat of the arrangement committee, and Miss Mabel Morgan followed. Then followed John Dodd, Chief Conductor, and his wife; then other members of the company.

There were in the neighborhood of three hundred couples present, and to say they all enjoyed the occasion to the fullest extent is putting it very mildly.

An elegant program of dances was presented and the music was excellent. At a late hour the guests dispersed, and all felt that they had passed an evening that they would long remember.

To R. J. Sloat, of the arrangement committee, is due especial thanks for his efforts to make the evening pass pleasantly. The boys one and all deserve praise for the efforts and pains they took in seeing that their company enjoyed themselves.

I will close with best wishes to one and all of the members of 179.

Yours in P. F.,

ELMER HALL.

FARNHAM, Quebec, March 12, 1893.

*Editor Railway Conductor:*

In my last letter I think I promised to give the runs of some of the Brothers after the general change should take place, which went into effect on February 1st, also the new schedule. By this change referred to, the men were classified according to seniority, which places them in the following order: Brother Cabona, on Halifax express; Brothers Cunningham and Baraes, on Air

Line; Brother Griggs, on Champlain division; Brother Martyn, Sherbrooke local; Brothers Martel, Houer and Conner, on Megantic way freight; Brother Parsonage, on Newport way freight; Brother Stone still holds down the Sherbrook and Megantic mixed; Brother Wallace, I think, is on the northern division. Megantic, it seems, has no further charms for him; I understand that Brother Cooney of the Atlantic division quietly cut him out. The rest of the boys are in the "swim;" that is: first in first out, on freight. I believe the change and schedule generally satisfactory. Brother Griggs, though, I think, fared the worst when he had to give up the Air Line for the Champlain division; he kicked hard and no one blamed him. St. Guillaume is not quite up to Steve's idea of a town to hang out over night in, but he is becoming reconciled to his fate, and is acquiring quite a French accent. It would amuse you to hear him call out the stations that his train stops at before leaving Farnham.

Division 80 is doing well; her membership is still increasing. I hope the change in runs will not make any difference in the number of members attending the meetings.

At our last meeting we had the pleasure of Brothers Hall and Coulter's company of Division 17. We hope to see them often. Brother Hall, I am told, is to have charge of the C. P. R. train at Chicago during the Columbian exposition. He will be the right man in the right place. This train was on exhibition at Windsor street station, Montreal, for a few days, and is really very fine. It consists of a baggage car, second-class, first-class, dining car and sleeper, and engine 626. It left last night for Chicago.

Yours in P. F.,

WHISTLE CORD.

NEW YORK, March 21, 1893.

*Editor Railway Conductor:*

Several months ago through the columns of your excellent journal I endeavored to show its readers that all future labor strikes would terminate disastrously to labor. The uniting of incorporations, and formation of trusts among nearly

every industry, foreshadowed a coming danger to the existence and prosperity of labor organizations. Then, as now, it was evident that employers would combine, and with their united financial power, procure from the courts of justice a mandate compelling all labor unions or organizations to refrain from directing their numbers in the manner of their employment. Unions were found to protect the rights and interests of labor, maintain and secure its value and employment. To accomplish the purpose of their organizations they must have the right and unrestricted privilege of directing their members in the nature of their employment, and define in special instructions how and when their service to employers should be rendered.

Employers have endeavored by combination of capital, to take from labor organizations this right. Labor by force of numbers has resisted this endeavor with varied success, sometimes winning, many times losing; recently labor has rarely won. In every instance, labor has sorely felt the constant crushing force of increased capital combination, trusts and incorporations; yet with vigor and manly courage it has met the force of capital in the field of contest, openly and squarely on the issue of loss and gain. It has never assumed an advantage by reason of their number in erecting an irresistible line of defence and forced trusts out of existence by the enactment of salutary laws, or taken from incorporation its unjust franchises.

The employed and producing public have peaceably consented to pay the enormous price charged by trusts for the necessities of life. They have suffered the hardships and wrongs that incorporate bodies have inflicted upon the people in high rates of fare, and freight transportation. Capital has shown far less bravery in the contest. It has not been content with its constant and increasing gain, but has availed itself of every opportunity to secure for its benefit legal assistance from courts of justice, the general government and state legislatures. These bodies have been slow to decree that labor did not possess the right to organize and direct its members in the nature of their service to employers.

The right of American citizens to lawfully organize and peacefully regulate the conditions of membership in matters of religion, arts or labor, has been held to be an inalienable right, far too sacred to be interfered with or disturbed by individuals, courts or legislatures. In the severe and protracted contests between employers and employees in this country, the latter have felt secure in the legal preservation of their organizations. They have never conceived that the rights of

unions to peacefully govern the action of its members would ever be invaded by the strong arm of the law. With commendable loyalty wage-earners have aided the law in suppressing mobs and riots, punishing wrong doing when committed by any of their members, or their interference with the rights of others. Now, all is changed; the sacred and time honored right of men to unite in a union or organization, and establish rules and regulations adopted to the well being and interest of its members, no longer exists. The United States District Court in Ohio has granted a temporary injunction depriving the strongest labor organization of the country from exercising the control of its members, and removing the only bond which holds together labor unions. I have no doubt that within ten days this injunction will be made permanent and every district and circuit court will in their decision by comity, if not otherwise, follow the precedent of the Ohio court.

Organized labor is at an end; the wage-earners of America are too loyal and law abiding to violate the legal mandate which has driven out of existence their loved organizations. In this country its socialism consists in love for a comfortable and happy home. This it has endeavored to acquire by securing a better price for its service through organization.

Laboring men, in your distress from failure, and in your sorrow as you view the certain fall and destruction of your unions, let me impress upon you the urgent necessity of united action for your preservation. Heretofore I have related to you through this journal the history of labor depressions in other countries, and shown that inefficient remuneration for support of laborers and their families tend to gradual degeneration. If you rest content and allow capital to depress the price of your service, within the period of one generation the working men and women of this country, from want of the physical sustenance required by nature, will reduce the condition of labor here to that of those who have in other countries been compelled to receive a small price for their service. I have endeavored to show that the impractical and radical theories of equal land ownership, universal co-operation, government issue of an unlimited amount of fiat money, impoverishment of the country by purchase of railways, telegraphs, etc., are one and all schemes of doubtful expediency and cannot be adopted. But as you no longer can hope to receive a fair price for your service except the present laws are repealed and new ones enacted which shall abolish trusts, reduce high rates of interest and remove all watered stock and fictitious claims of capital

n corporations or otherwise, and also equalize the relations between labor and capital, and as this can only be accomplished by the formation of a new political party, it is well for working men to reflect and consider the best plan, and why labor organizations do not use their force in controlling a political organization is past understanding. During the last thirty years the producer and wage-earner have thrown cheap grain and work into the hopper of the rich. By it monopoly of supply has been created, farms plastered with mortgages and wages reduced. As affairs are going, the political contest will soon be between the evils of capital and socialism, and this can only be prevented by a union of loyal citizens, philanthropists, and labor uniting to form laws for the removal of enormous gain and increase of combined wealth. It matters not whether the decision of the court is sustained or not, incorporations have demanded it, and unless thwarted, will procure their decisive legislation.

S. R. BECKWITH,  
114 Fifth avenue, New York.

#### Might is Right.

Heard ye the plutocrats last edict through Tyrant Judge Ricks of the United States Court, proclaimed from their temple of exparte justice, proclaiming that free American citizens are now and henceforth to be the slaves of railroad corporations? This learned judge decrees that if the "engineers, firemen and conductors decide to relinquish such employment they shall do so only in such a way as not to bring about any damage to their employers." Yet the great and powerful corporations can discharge at will the poor employé, regardless of the damage and distress they may cause the poor laborer, and they are not amenable to the law. Jug-handled justice this.

Again this modern oracle speaks and says: "The men quitting work by order of a grand officer calling a strike or of their own volition, are guilty of a misdemeanor, and are punishable accordingly." In good, plain, old Anglo-Saxon language, if you refuse to be the slave of plutocrats and dare to leave their employ without first getting their permission, you must wear stripes. Do you suppose these government protected, pampered robbers would be willing to let you leave their employ? Never! They would keep you as their slaves at starvation wages, and ere long the lot of the poor laboring masses of America would be a hell, and he would very gladly exchange it for a place in Siberia.

Great God! what a sad travesty on justice is this order from this learned Judge Ricks. Well may the Goddess of Liberty grow pale and hide

her face and ask, where! oh, where! is our boasted liberty? Again has the judicial ermine been dragged in the dust by corporate power and influence. This judicial tyrant has even put the blush of shame on the face of the late Chief Justice Paxton, of Pennsylvania, who has gone over to the plutocratic railroad combines body and soul, and is in full partnership with perjurer McLeod of Reading railroad fame.

Fellow railroad laborers, is this not another object lesson? Stop and reflect. Where are you drifting? Are you in green fields and pastures of plenty as you have been told from time to time? Surely your day of freedom will soon pass away, and you will be called to kiss the hand that smites you. Remember that the Romans were once as free and happy as you, but little by little their liberties were taken from them until because of the laboring masses and the fairly well to do middle classes leaving the management of government in the hands of the monied power, despotism followed, and the shock that followed swept the once proud Roman republic from the earth. I ask you if history is not repeating itself in free America, and where may we expect to land in the next twenty-five years if we continue to go as we have in the last five or even two years? The answer must be slavery. Slaves to corporate capital, begging for a place to earn by our labor a scanty livelihood, and then begging these pampered lords to release us that we may find some secluded place to go and breathe out the last of a miserable existence. Are we freemen and suffer longer these ills? 116 years ago a call to arms resounded through the land, and nobly did our liberty loving people respond and drove from our shores the foreign tyrant. Again the laboring masses of the country ask the liberty loving American citizens to rally to the rescue of our fair republic and wrench it from the grasp of the plutocratic law breaker, and all work to the one great end: equal justice to all, special privileges to none.

Let us to arms, but let it be the ballot. Turn out the dishonest rascals and put honest men in our state and national legislatures. Let every man arouse himself and go to work. Let liberty be our watch word. Look at the situation to day at your national capital. The president of these United States trying to drive the house and senate to legislate for the monied barons of Wall street, and Lombard street, England. He has lost sight of the wishes of the people, and is trying to force a single standard of money, namely, a gold standard, so that capital can force down labor and the products of the laborer in its crude state, so that when once in the hands of corporate capital they would be no longer an organized competition and

they would demand their own price, and it is being done, so we are told, purely to benefit the poor man. Away with such lies. The laboring men of to-day are not fools nor knaves, and they are writing in plain hand upon the wall: "A day of retribution is close at hand."

The masses will win and that speedily and hurl from power the plunderers of the people. Seven hundred thousand railroad men to the front! Do not longer allow yourselves to be lulled to sleep and quieted by promises, but join the band of workers who have sworn that the money changer cannot longer bind you in their slavish chains. In God's name, organize. Let all come together; let the O. R. C. get into line and get closer together among themselves, and let us go to the Grand Division next May determined to wring victory from defeat. The day for sentimental gush has passed; we want and will have results. Men to the rear, principle and protection to the front.

Let us try a little evolution and see if it will not be beneficial to labor as well as to capital. As capital and capitalistic minds all work in one direction, namely, for the removal of every obstacle in the way of capital's success, so let labor work to the overcoming of every barrier in the way of honest government and the promotion of the interests of the toiling masses and the upholding of an honest judiciary. Let the strong minds and fearless men in labor's ranks be put forward to meet those of like nature in the plutocrat's organized army, and my word for it, honest government and honest labor, having their cause just, will surely win, and the old time republic of 1860 will be again the land of the free and the home of the brave, and Washington's republic will be the pride of every honest, painstaking American citizen.

I appeal to my fellow laborers to be up and doing; ask to be assigned to duty in the army that is fighting to hold inviolate our glorious republic as it was bequeathed to us. Let this kind of evolution continue in the labor world, and every soldier in the great army of justice will be proud of his record.

I appeal to my Brothers of the rail to be up and doing. Let us go to the front as leaders and not as followers. Ditch every man that stands in the way of progress and reform. Let us close up the gaps in our own ranks, and then as a grand army of intelligent laborers go to the front and report for duty, inscribing upon our banner: "Equal rights for all, special privileges to none," and let us stay upon the battle field of moral reform and justice until victory is won, and justice shall be meted out alike to rich and poor, and our government be administered for the greatest good for the greatest number.

Then may tired nature sink to rest, feeling that all are secure and peace reigns supreme over our broad land.

EXCELSIOR.

Division 175.

NORTH BAY Ont., March 18th, 1893.

*Editor Railway Conductor.*

The following officers for Nipissing Division No. 242, were elected for the present year:

C. C., Thomas Jackson; A. C. C., A. J. Lee; S. and T., J. H. Hughes; S. C., H. A. Washburn; J. C., S. N. Berry; I. S., W. I. Hewitt; O. S., H. W. Wilkinson.

We meet every Sunday at 2 P. M. in O. R. C. Hall. Visiting brothers cordially invited.

Nipissing Division is doing first rate, and with our present chief we have no doubt but this year will surpass all others. We have at present two applications for membership and more to follow. Brothers Jackson and Midd are holding down the run between North Bay and Ottawa, Brother Boyce, North Bay and Chapleau and Brother Lee, Dreany and O'Neil, the Soo run, with Brother Cameron doing the spare act.

Brother O'Neil has just returned from Montreal, where he has been for the past month with his wife, who was under the doctor's care. We are glad to hear she is much better.

We are sorry to say our worthy I. S., Brother Hewitt, is confined to his bed, but the doctors have good hope to see Billy's familiar face in division room soon again.

Brothers, W. O. Washburn and A. Torrance have given up railroading and turned their attention to mercantile pursuits. We are glad to see them both do a hustling business. Anything that Bill can't let you have just go to Adam, and between them they are bound to send you away happy. Hank is looking for a work train. The rink is about closing.

Brothers Gould and Daly have been over on the Soo line for the past two months; we expect them back in a few days. Brothers Auburn, Berry and Hughes are hustling through freight with Brother Reynolds and Lavery on the way freight, North Bay and Chalk river.

Yours in P. F.,

J. H. HUGHES.

FARNHAM, Que., March 24, 1893.

*Editor Railway Conductor.*

Our last regular meeting was held on Sunday the 19th, owing to the absence of our chief, Brother Cunningham occupied the chair, which office he filled with great credit both to himself and the division. So, Brother Ted, you have a good man to represent you whenever you cannot attend. Our

secretary and treasurer, Brother Loisselle, is anxious to resign his office, giving as a reason lack of time in which to devote to the interests of the Order. He has recently been appointed station agent at Cote St. Antoine, two miles out of Montreal, and as the company are about to transfer their Windsor St. yards to this point, it will necessarily increase Brother Loisselle's duties for a time, and even after the yards are completed, he will have considerable to look after. I am afraid, though that he will be obliged to remain in office until the expiration of his term, as I do not know of any one so situated that they could relieve him and attend the meetings regularly, which is most essential in any person holding that office. Therefore, I would propose that he continue on to the best of his ability until the next election of officers.

Brother La Pointe has hired a farm and during his spare time this summer will turn his attention to agriculture.

Brother Geo. Connor had rather a pleasant (or unpleasant) experience the other day while running an emigrant special, when about half way between Magog and Eastman. He said he heard a faint wail coming from the end of one of the coaches. Upon enquiry he found the number of his passengers had increased by one, the parents being Norwegians. George could not ascertain whether it was a boy or a girl; but George thinks that it was pretty quick work, and if that is the way they do business in Norway, it is no wonder that we are hauling plenty of emigrants.

Yours in P. F.,

WHISTLE CORD.

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*Editor Railway Conductor:*

As the time draws near for our next grand convention at Toledo, Ohio, I can hardly await the arrival of my CONDUCTOR, so anxious am I to obtain the views of all on so many of the important questions that will at that time be fully discussed.

I note that Brother W. Welch of Kaw Valley Division No. 55, sets down on "seniority rather heavy," and it does me much good to be able to say that I am a firm believer in his doctrine, and further, I always have been, believing that in the "death of seniority," the reliable brakemen and conductors will both get to the front without any trouble, and it will only cause a hardship on the corn field sailor and his brother, the cotton picker, by forcing them again back into the field, and in their stead allow the officials to employ experienced labor for the betterment of the service.

In the year 1838 I was unfortunate in being in the employ of the C. S. F. & C. Ry. as a con-

ductor, and would have been better off had I been in the employ as a brakeman.

After leaving Marceline, Mo., I went to Kansas City, found that city as usual was crowded with tourists like myself in search of employment. I then went to Springfield, Mo., staid there twenty-one days and got in five trips at braking, when a reduction in crews took place, and again putting me "in the soup," account of brakemen having seniority. Went from there through to Denison, Texas, applying for work, but was fed on the same old song everywhere "Can't give you anything for we promote according to seniority, and we have a plentiful supply of brakemen." In coming back I went into Kansas and Nebraska with the same result, and finally brought up at Stanberry, Mo., where I found them doing a heavy business and went braking. After traveling almost all over the country, I had at last found a safe harbor to "tie up in," and I was thankful for it.

Do you for one moment believe that if seniority had been "dead" that it would have been necessary for me to have chased all over the country in order to obtain a job at braking? Of course not. I merely give this as a sketch of what it will do for any one, be he ever so good, and his reputation as such been fully demonstrated.

Will also give you a sketch of how we poor mortals on the Aransas Pass shook off the obnoxious features embraced in your seniority contracts, and how we now appear in the roll of freemen and laugh to scorn any reference to that emblem of safety for the inexperienced "seniority."

And the following resolution did the work for us, and it will also perform its functions wherever it is tried:

MR. A. J. DAVIDSON,

Train Master, Yokum, Texas.

DEAR SIR,—The undersigned employes recognizing the fact that seniority is not only a detriment to ourselves, but to the best interests of the company and an impediment to the hiring of experienced labor, such as "the general public demands," beg leave to present for your kind consideration the following resolutions:

*Resolved*, That we, as a body, do hereby remove any and all restrictions that have been or are now in existence in regard to seniority. And be it further

*Resolved*, That the train master shall use his good judgment in hiring or promoting of his men, irrespective of age or length of service with the company. And be it still further

*Resolved*, That we will not only abide by such judgment, but will give him our hearty support in sustaining the same.

To the above we received about 90 per cent. of all those employed in train service, and having

obtained the signature of every conductor in the employ of the company, we sent it to the train master, where it went on record as an emblem of our confidence in the present officials. I suppose, Brother Daniels, that you imagine me rather long winded, but I am rather enthusiastic on this subject and I would like to see all the brothers take the same interest as I do.

Brother Goode, having resigned as our delegate, Brother Aaron George will go to Toledo, Ohio, and represent us. He being well known in Ohio will no doubt meet with a hearty welcome. The stock is just commencing to roll in and crews will soon be running hard. Brother Lee, from Temple Division No. 18, is here suffering from having the end of one of his fingers taken off while braking on our road.

Brothers Tom Foley and J. R. Hughes are now running regular freight. There is something peculiar in the fact that every conductor on the San Antonio and Aransas Pass road is a member in good standing of the Order. We hold meetings every Sunday and generally have twenty to twenty-five members in attendance, with only a membership of thirty. I would like to hear from other divisions beating our record. We would like very much to have the grand officers in attendance at our ball and supper, April 5th, but from all accounts everybody is working under a full "head of steam," preparing for the Toledo convention, so we will excuse you.

Brother Hohne of San Louis Potosi, Division No. 261, has only written one letter to the CONDUCTOR in the past two years. What is the matter Hohne, did that Weise article prove a corker to you? You had better try again and tell us how W. D. Hartman got out of the land of cactus and greasers. By the way, Hartman is here, and don't desire any more to roam in that God-forsaken country.

Yours in P. F.,

A. BEGINNER.

JACKSON, Miss., March 18, 1893.

*Editor Railway Conductor:*

As it has been some time since a letter was written from this section, I will try and give you a few items from Jackson Division 149. We are wide awake and growing rapidly. We meet every Saturday night and always have a good turnout.

The boys, both on the M. & O and I. C. are making good time and everything seems to be in good running order. But the happiest men among us at present are Brothers W. P. Northcott and W. A. Graham, conductors on the Cairo section of the I. C. Both have bid farewell to single blessedness and brought to their homes two of the

fairest and most accomplished ladies that it has been our pleasure to meet for a long time. May their troubles be few and their future lives be sunshine and happiness. Our two old bachelor brothers, J. V. and L. M., are as handsome as ever and if what we have heard is true, they have decided to renounce that title and join the matrimonial band and we do hope the report is correct, for we had almost given up in despair. Bro. Holmon says he don't see how they have weathere'd the storms of so many winters alone. Our old war horse and gallant leader, W. N. Harris, says, "Boys do as I say and not as I do in this line of business. I advocate young men marrying, and there is yet time for me to go on with the good work."

Your correspondent didn't get to attend a union meeting held here Sunday, March 12, 1893. The B. L. E., O. R. C., O. R. T., B. L. F. and B. R. T. were all represented and a large crowd attended. Speeches were made by members of each order, and among the speakers was Bro. Burt, from St. Louis, who is chairman of the Local Grievance Committee for the O. R. C. on that section of the M. & O. He made a rousing speech and it was enjoyed by all who heard it.

In union there is strength, and we heartily coincide with the M. & O. boys on their action. They adopted system federation.

Other matters of vital importance were discussed and all felt benefitted by attending this meeting.

Bro. Daniels, we have again subscribed for THE CONDUCTOR for this year. Please send January and February numbers.

Yes, our pretty Bob, who is our journal agent, has been around again, and when you see Bob coming, one had just as well get pencil and dollar ready, for he don't generally leave till he gets it. That's the way to do it, you know. We all want THE CONDUCTOR once a month, would like it once a week if possible. It is like a ray of sunshine in each home. It is through this medium that we learn what our brothers are doing many miles away.

Since writing last, two or three of our brothers have been dismissed from the service. But those that have applied elsewhere have obtained employment and are doing well.

We regret to announce the sickness of Bro. J. B. Newman, who for several months past has been running way freight between Martin and Mounds. The run is 62 miles and all daylight. Bro. Newman gave up through freight and took this run on account of feeble health, and a few days ago came home sick, and we learn has pneumonia, but is not considered dangerous,

and in a short time we hope to meet him on his regular run, sound and well.

Bro. J. M. Northcott is out again after being confined to his bed quite awhile with pneumonia, and judging by his appetite he will be ready to give the car sign soon.

Now, Bro. Daniels, if you think this is worth publication, let's have it in the next journal and will try and get up something more interesting next time. With success to THE CONDUCTOR and its many readers I am

Yours in P. F.,

MOSE.

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DENISON, Texas, March 7, 1893.

*Editor Railway Conductor:*

I have not seen anything lately in THE CONDUCTOR from Lone Star Division No. 53, of which I am now a member, and I concluded while I had nothing else to do I would drop THE CONDUCTOR a letter, I am not seeking notoriety, neither do I wish to be understood to mean that if I had something else to do I would not write you a letter; I would in every way contribute to the best of my ability, everything to the good of my fellow men. I believe there is the very best of talent among the members of our Order, and if there was a way devised by which those who have the ability could be jostled to the front and their talents developed, we would have one of the grandest and best of journals. Now, if I venture a contribution, in my mind, others can take the same privilege, and soon the proper ones will be to the front. I have no reference to those who are already corresponding for THE CONDUCTOR, they are good and worthy, but they need encouragement; and how will they know that we appreciate their contributions unless we tell them so? And we must remember that the best way to discourage a man is not to notice him. I am sure we all appreciate the efforts our friends are making to interest us through the pages of THE CONDUCTOR, so I say to you, one and all, go on.

Lone Star Division 53 is a good, hearty and live division; well attended by its own membership and large numbers of visiting Brothers. From one to four are seeking its folds every meeting. The principles of fidelity and perpetual friendship are exemplified, not only in letter, but in heart and spirit. A worthy Brother never made an appeal to 53 and was turned away. Her hand and heart is ever open to the relief of the needy and oppressed. There is no division of our Order that can show up a more imposing or a more intelligent body of good, true and manly men. I am not a candidate for office nor courting favor, so please don't construe this as flattery.

Then again I will say, I am proud (Sam) because Division 53 has found a good and loving wife; we have no sympathy with old sour bachelors now. How pleasant now is our home! We have a light in our window now. A warm loving heart to cheer us and council and encourage us. We were married by our worthy and noble sister, Mrs. W. C. Turner, of De Soto, Mo., on the 22d of February. Division 53 have a high estimation of our sister and wish her many returns and a happy life. We intend to appreciate and encourage our loving wife in every effort she makes to help us and improve our character by obeying in the spirit as well as the letter the injunction: "Love, honor and protect her until death us do part."

Now, Brothers and Sisters, we are just as happy as we can be, so give us your congratulations and blessings.

Now, I expect this letter amounts to nothing, only a good deal of space in THE CONDUCTOR, but if you will do as I do, make the effort and give the editor the privilege of whittling the article down to fit the space, I am sure you will encourage the editor and make our CONDUCTOR second to none of the best magazines published.

I will come again if invited. May God bless our O. R. C.

Yours in P. F.,

S. P.

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KANSAS CITY, March 9, 1893.

*Editor Railway Conductor:*

Division 55 is still in a very prosperous condition. The only drawback that I see in 55 (and I have every reason to believe that a large percentage of our divisions are affected in the same manner) is slack attendance. I really cannot understand why divisions of the O. R. C., situated as 55 is, cannot have a better attendance. Do the Brothers ever think how discouraging it is for a Chief Conductor and his officers to meet Sunday after Sunday in a division where there are 264 members and have to call on visitors to fill the chairs, many times. Brothers, why will you not be as earnest in your attendance to the division when you have fair sailing as you are when trouble happens to come upon you? I find that the Brothers who complain the most of the Order not being of any use to them, are the first to fly to its protecting arms when danger appears.

Do you not realize that it is much easier for the members of the Order, who are true to duty, to take up a grievance for you when they know that you give the division as much of your time as it is possible for you to do? Many of the Brothers complain about THE CONDUCTOR not being worth reading. I would like them to say what they

have done to make it interesting. Do they sit down and think, and then put their thoughts into writing and give it to THE CONDUCTOR for publication? Our Order and our CONDUCTOR will be just what the members of the Order make them. I believe if we were to spend as much time in trying to better the condition of our Order and our CONDUCTOR as we do around places of amusement, that all the members would be very much benefited. The time has now come for our union meetings, and a general getting ready for the Grand Division. I hope that we may have a good interchange of views so that we may go fully prepared to do our duty. I expect many of us will probably meet during the coming year in Chicago at the world's fair. I am glad there is a place where we will find our railroad Brothers. Edward Hurley, secretary of the Garfield Hotel Co., 5800 Stony Island avenue, Chicago, writes me that that hotel is intended to be exclusively for railroad men, and by sending two dollars to him now, any railroad man can secure a room at one dollar and a quarter a day by giving a week's notice in advance. This will give us a grand opportunity to meet many of our old friends that we have not seen for many long years.

I was made very happy on March 4 when, calling upon our Brother Secretary George W. Rose, he informed me that the check had arrived for Mrs. Unkefer for three thousand dollars, that our late lamented Brother had left her in the O. R. C. beneficiary department. I delivered the money to her, and I can assure you that I was more than repaid for every effort I have made in the insurance department, to see the pleasure that this money gave to the wife of our deceased Brother, who but for this would have been left comparatively to the cold charity of the world. Brothers, is not this worthy of your earnest consideration? Is this not better than a sermon? There is nothing, in my mind, more worthy of the consideration of a conductor than to see that his Brother conductors are insured, and their families placed beyond the possibility of want. It is about time that the erroneous idea that it is wrong to compel a man to insure were thrown to the winds. We see enough to convince us of that fact almost every week of our lives, for we have to pay to the families of these very men who have croaked about injustice and laid themselves down to eternal rest, leaving their families in destitution. If we cannot compel them in any other way let us stop paying for their neglect.

Hoping to see our division rooms crowded with men anxious to get into the front ranks of the Order, I am

Yours in P. F.,

WM. WELCH.

MARCELINE, MO., March 5, 1893.

Editor Railway Conductor:

As it has been quite a while since you have heard from Division 283, I thought I would let you know how we are progressing in this part of old Missouri. On January 25th, at 2 o'clock a. m., the hall occupied by our division, and also the K. of P., was discovered to be on fire, and as we have no fire department here, was burned to ground, with a total loss of all our paraphernalia, and also that of the K. of P., both of which were fully covered by insurance, however. Owing to this, and as we were obliged to procure a new outfit, we have not been able to hold a meeting since until to-day, but phoenix like, we have 'risen from the ashes,' and held a meeting to-day, with Assistant Chief Burr presiding in the absence of Chief Wilkinson. We had a very spirited meeting, and as is generally the case, passed on the petitions of two, and balloted for one new member. We have now 45 members and good men still coming in. Brother Fleckenstine and our worthy chief, Wilkinson, are now at Excelsior Springs, Mo., partaking of the curative merits of its wonderful water. Brother Rogers is now running passenger regular between Kansas City and Fort Madison. This puts Brother Steuvenal on local freight, and 'our own' quiet mannered Willie Clegern on fast freight. Business on the Santa Fé has been much better during the winter than a year ago, and only a few of our older conductors have been obliged to return to the brake-wheel.

Well, it is only a short time now until the opening of the world's fair, and as we are on a direct line with Chicago, we expect to do a heavy passenger business, which no doubt will place several of our fast freight conductors in charge of varnished cars.

Brother Banghart, who left us a short time ago, we are pleased to learn, has obtained employment on the C. R. I. & P. in Nebraska, and as there is no seniority there, we hope he will soon be in charge of a train again.

In the February number of THE CONDUCTOR, I notice quite a long schedule obtained by the boys on the B. & O. As your humble servant spent ten years of his early manhood on this road across the Allegheny mountains, I notice with pleasure quite an advance in the wages shown in this schedule and the wages paid then; thanks to our noble Order and organized labor generally for this.

Wishing THE CONDUCTOR and all its readers success, and not forgetting the boys of the 3d division of the B. & O., to whom I extend the hand of P. F., I will close.

MOUNTAINEER.

## Strikes.

In reading a paper a few days ago I saw an article which stated that there was a strike in the railroad yards in Chicago. This article set me to thinking over the past twenty-five years. How many disastrous strikes have occurred in that time? It is not necessary to recount the many minor strikes, but I do believe that it would be well for both the managers of railroads and the employés to stop and think of the tremendous cost, and the tremendous loss of time and money both to the company and the men. In the strike of 1877, when the commercial interests of the entire nation were almost completely blocked, I might take you to many of the inland towns of Pennsylvania and New York, where for days it was utterly impossible to get groceries or any other commodity that had to be brought in from the larger cities. Flour was worth as high as \$5.00 for 49 pounds. Again, look at the disaster that was wrought in Pittsburg, Pa., and the loss of life that was directly traceable to the strike, costing the state millions of dollars. How many thousands of men were thrown out of good situations and were compelled to sacrifice their little homes, and compelled to tramp the country from one end to the other seeking employment, only to be met with the same answer from the heads of departments to whom they applied for situations, after giving their names and what roads they had worked upon, the answer was, "We are sorry, but we are not in need of any men at present." The reason for this was plain. They were known as strikers and could not be trusted. The strike on the Gould south-west system in 1886, was another proof of the disasters which most surely follow in the footsteps of a strike. After the strike was declared over, the old familiar faces were missing from their accustomed places, and many of their families were caused to look with longing eyes at the pay car from which they knew they could draw no money, as they had in the past. Fathers, husbands, brothers, and sons were compelled to leave their homes, and seek in the south, in the east and in the north, for new fields of labor. Again in the memorable C., B. & Q. strike, how many homes and families were wrecked and the earnings of years of hard toil scattered to the four winds of heaven at a sacrifice of millions of dollars, which brought about almost ruin to the company, and most certain ruin to a great proportion of the men who took a part in the great strike. Men do not stop to consider for one moment the advantage that capital has over labor, and they are too often led by men who have no other mission in life than to work upon the minds of a class of men whom they

know they can carry to an extreme by their fillibustering ways. It seems an astonishing fact, that at this day and age men will not stop and think before they listen to the hot-headed and incendiary remarks of men who never do a day's work, and are only talking for the sake of making a position for themselves, with a good salary, by saying "How we are abused, and how much I have tried to do for the laboring classes, and how much I love you." And will tell you in pitiable tones how much you are suffering from the unjust discrimination of a certain general manager or superintendent. Stop for one moment, my railroad friend. Is this man your friend? If he is, will he not advise you to go, like a gentleman, to the heads of the several departments, and to lay your grievances before them in a true manly way? If he will, I can assure you that you will avoid many of the strikes and have a great deal better opportunity of having your salary raised. Railroad managers cannot afford to have strikes, neither can you afford to go into one. If any of the subordinate officials are disagreeably over-bearing, and are inclined to keep those under them in hot water, I am positive that if the proper officials are notified of the fact they will be brought up standing or be replaced by a man of better ability.

We are too often led into trouble by listening to the arguments of men who are ignorant. The history of strikes has plainly shown to me that the more intelligence there is, the less liability there is to strikes. Men of intelligence and education are generally men with reasoning faculties, and will look on all sides of a question before they will conclude to do anything which may injure them for all time to come. Strikes. It sounds funny to some, and for the first day or so is considered as a capital joke, but when the wheels of the commercial world are clogged, it takes on a more serious aspect, and the business world begins to wonder when this thing will end. I believe it would better for us many times, if we were to take these men, who by their arguments revolutionize the labor world, by the neck and drown them, than to take them to our halls and listen to their fiery speeches. I believe in justice, and I know justice will not injure any man. Is it right, just on the eve of the most prosperous time in the history of railroads, for either the men or the managers to be so arbitrary that neither will give in? I know you are told day after day that this is the opportunity to compel railroads to come to your terms. Do you consider this fair or right? Do you believe the World's Fair will last forever? Do you not know that there will come a day of reckoning? Do not foolishly sacrifice that which it

has taken years to build up. Do not be led away from your duty to yourself and your families by the argument of men who have no other interest in you than their own selfish gain. Do you not believe if we were to try to make our services indispensable to the company for whom we are employed, that we would receive just compensation for the labor performed? The employer is the first to notice a faithful employé, and it will not be necessary for the employé to go to him and make demands for his rights and for higher wages. When occasion requires the advancing of a man to a higher position, you can rest assured that the man who has given all his energy and mind to the advancement of the interests of his employer will be the man to be advanced. Again, do we at all times use as much economy in handling our trains and using the material furnished us, as we would if it were our own? I have many times in my life seen men in all branches of railroading throw away more in ten minutes than their wages for a day, and often more than they could earn in a week, by a simple disregard of the expense to the company. Let us try what we can do to advance ourselves, and make our services so valuable to our employers that they will feel that they cannot afford to lose men who are worth so much, and who work with such undoubted energy for the promotion of their interests. I think when we do this, and listen to reason, we will be ready to admit that an injustice to our employers is bound to bring disaster to ourselves. W. WELCH.

KANSAS CITY, Feb. 25, 1893.

*Editor Railway Conductor:*

In these days when conductors are besieged on all sides, and by all classes of people, for favors of every description, it is highly important that they should take a few things into serious consideration. It seems that it would be necessary for a conductor to avoid speaking to his most intimate friend while at the depots or upon his train. If you are seen talking with a gentleman or lady on the platform previous to the departure of your train, there is very likely to be a misconception placed upon it, especially so if the person spoken to should happen to take your train.

How often are conductors called upon while passing through their train to make change for parties who have already given up their ticket. A lady or gentleman will say, "Conductor, will you be kind enough to change me a five-dollar bill? I want change to pay car or 'bus fare," as the case may be. The so-called "special agent" may possibly be on your train. He will see you making the change, and will at once charge you with receiving a cash fare from the party from the station which they got on at to the one at which they leave the train. Many times you find passengers upon your train who have purchased their ticket in New York, or Philadelphia, or Boston, as the case may be. The ticket reads to some important station on your run, as it could be purchased cheaper to that particular station, or the selling agent could find no authority to sell to the station to which the parties wished to go, they wishing, perhaps, to go two stations beyond the reading of their ticket. The conductor is seen to take the fare for balance of the trip, say, ten miles. The parties already have transportation for 130 miles. The "special agent" charges the conductor for cash fare for 140 miles. There are many small stations. For instance, Fort Leavenworth, on the Missouri Pacific road, where many passengers board the train

for Kansas City, paying a cash fare from the fort to Leavenworth, where they can be furnished with round trip tickets to Kansas City and return, either by conductor or agent. The conductor is charged up with a cash fare from Fort Leavenworth to Kansas City, as the people did not leave the train at Leavenworth.

This places the conductor in an embarrassing position. He wishes to be courteous and kind at all times, and generally is so, but to save himself he must refuse to make the change as requested, or buy tickets to save his passengers leaving the train. There is very often men who hold positions upon railroads who will make requests of the conductors that they know is contrary to all rules, thereby compelling him to appear rude by refusing, or place his situation in jeopardy by granting the request. There are times when such requests, if complied with, would no doubt be of great benefit to the railroad company, but can you afford to jeopardize your situation on that plea? It is a well known fact by you all that those who carry a card of introduction, perhaps from some agent of the company by whom you are employed, will get into as conspicuous a position as possible, and present you his card or message with as much assurance as though he had a first-class ticket, and would expect more room and greater attention than one who always paid money for his transportation. I can see but one way to remedy many of these evils, and that would be to in all cases refuse in as gentlemanly a manner as possible, explaining to your patronage, politely, the reason that you cannot comply with their request. I would almost be willing to wager all I am worth that there are not one out of ten who talk around the corridors of the hotels about how cheap they can get over the roads, that have ever had a ride on a short fare in their lives, except they have done so by using illegal transportation, or have paid their fare either in money or ticket to the conductor, and have played the "sleep act" to ride to some other point. If by chance the conductor did not catch them at it—which is very seldom the case. I am well aware that the people of this world all have some shortcomings, but it seems that there are more of them placed upon your shoulders than upon any other profession in the world.

If a clerk in a store at \$50 a month were to have a horse and buggy and drive through the streets every day, people would say he was a careful, saving man. Should you have one and drive out occasionally, they would at once say you were "knocking down," although you get \$75 a month more than the clerk gets.

It is important, then, I expect, that you refrain from buggy riding, theater going, and attendance at church, for even that might be misconstrued. I am fully aware of the fact that many conductors are very foolish, and in these days peoples' eyes are wider open than they were twenty or twenty-five years ago. If you are seen going into saloons they at once talk of it. If you are throwing dice or playing a game of cards you are accused of gambling away the company's money.

They will not do this with any one in any other profession. Would it not be well for you to put on your thinking caps and cut your cloth very closely? I am of the opinion, and always have been, that you were the best friend the railroads have, and I hope to see the day that you will be looked upon as honorable men instead of rascals.

Your friend, A TRAVELLER.

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Brother Dwyer sends us as a reminiscence of the late war in Kansas, some "deputy sheriff" badges.

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Divisions of the Auxiliary will be organized in Cedar Rapids and Marion, Iowa, in the near future and we sincerely wish the ladies success.

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S. N. Clarkson, one of our reliable advertisers, announces that his new catalogue is now ready and will be sent to any address on application.

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April 3rd. occurred the annual ball of Centralia Division No. 112, and as a matter of course it was an immense success in every way. We regret our inability to accept the kind invitation to join with them.

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The CONDUCTOR is indebted to Brother C. A. Johnson for a cordial invitation to attend a "social session" of Capital City Lodge No. 68, K. of P., at Lincoln, Neb., and we regret very much that acceptance was impossible.

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We wish to thank members of the Order in St. Paul and to express our sincere appreciation of the many kindnesses and courtesies extended to Mrs. Daniels, who with Miss Mary is located in that city, the latter receiving surgical treatment for spinal curvature.

\*\*\*

Brother H. M. Mounts, the genial and energetic secretary of 103 entertained the writer during a day recently spent in the Hoosier capital. If the recommendation of one "bourbon" would be of any avail, Harry would retain his position during the present administration.

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The firm of Bond & Co., of Chicago, noticed in THE CONDUCTOR for March, 1892, appears to be a fraud. They advertise to send a World's Fair Guide for 50 cents, but in one instance at least, they have failed to send the book or to make any explanation.

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Brother C. H. Dale, the energetic chief of New York City Division No. 54, has patented an improved M. C. B. coupler, which from drawings sent us, appears to be ahead of anything yet

produced. We sincerely hope Brother Dale may be successful in introducing his coupler.

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The near approach of the opening of the Columbian Exposition finds no disposition on the part of any of the organizations to take advantage of the opportunity and inaugurate the great strike which the newspapers so persistently predicted.

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Brother S. S. Williams wishes to announce that any conductor who intends to visit the World's Fair, can secure a comfortable room at a reasonable rate by writing him at 1955 B Thirty-eighth street, Chicago. Location convenient to elevated road station and cable cars for the grounds runs past the door.

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Brother Sam. Stewart writes THE CONDUCTOR that he expects to be at Toledo with a coupler which he wishes to show to members, that he believes will solve the coupler question if given a trial. He claims to have the best automatic link and pin coupler in existence, and requests members to wait until after seeing his coupler before forming an opinion.

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Mrs. M. C. Savage, the better half of our well known Brother Savage, an old time member of the Order and the Grand Division, will have rooms for rent during the World's Fair at 4515 Lake avenue, and any reader of the CONDUCTOR who thinks of attending the big show will do well to patronize Mrs. Savage.

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One of the neatest things that has yet come to our notice is from Holy Cross Division, No. 252, of Leadville, Colo., and is a morocco covered vest pocket memorandum book, giving names of officers and members of the division, dates of meetings, names of grand officers, number and location of all divisions of the Order, and various other interesting and useful information. We extend thanks for a copy.

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Brother F. R. Davis, former member of Division 126, has transferred to 91 and located himself on a fruit ranch at Salem, Oregon. Brother Davis writes that he thinks that he is fast becoming a fair specimen of the genuine "hay seed."

and says if "ye CONDUCTOR manne" will visit him, we can have a square meal of prunes. Thanks, Brother D., if ever in that vicinity we shall come after the prunes, sure.

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The legislative committee of the Order who are pushing the anti-scalper bill in the Minnesota legislature, were surprised to learn that the original bill had disappeared after its passage by the House, and there is room for the suspicion that it was made way with by some opponent in the hope that owing to the near adjournment, it would be impossible to pass another. To the credit of the House, it immediately passed another, under suspension of rules, many of the original opponents voting in favor, and it now has its original place on the calendar of the senate, with excellent prospects of passing.

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Ivers & Pond Co., of Boston, advise us they are selling many brotherhood men their pianos, and because of this success they have renewed their advertisement for another year. Their new ad this month contains a testimonial from brother E. W. Crane of Division 172, B. of L. E., which is indeed a very strong endorsement. They send their catalogue free. They are reliable and worthy of success.

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Members of the Order in California succeeded in getting an anti-scalper bill through the senate, but it was defeated in the house. This is a reversal of the usual experience. Generally it is the so-called "upper house" that defeats legislation asked for by employes. It is quite likely, though, that the anti-scalper legislation was defeated under a misapprehension. A great many people suppose that the scalpers benefit the people by giving them reduced rates. This, however, is an error; the scalper preys upon both the railway companies and the public, and it will be a benefit to both when he is banished entirely.

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The correspondent for the newly organized division of the Auxiliary at Memphis writes, by proxy, that a copy of a Memphis paper giving an account of the organization has been mailed to the CONDUCTOR. It has failed to reach us, however, and we are unable to say more than that Bluff City Division, No. 29, of the Ladies' Auxiliary was duly and successfully brought into existence recently and we sincerely wish them success, and trust that the path of the secretary of Division 175 will not be made so thorny by the correspondent as to drive him prematurely to the grave.

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President McLeod has tendered his resignation as president and receiver of the P. & R. and we doubt if there is a single employe in the United States that will regret to learn of it. Mr. McLeod says his resignation is tendered because he thinks the needed financial assistance cannot be obtained while he retains his present position. Probably he may in time appreciate that the autocratic method of treating employes adopted by Mr. Corbin and carried out by him is not so com-

plete a success as he might wish and that the influence of the employes in forming public opinion and in making or marring the prosperity of a great railway is no small factor.

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In connection with the World's Fair there are many fraudulent hotel schemes, and undoubtedly thousands of people will send en advance payment to Chicago to secure hotel accommodations, and when they arrive there will be unable to find the hotel or any trace of the parties to whom they have paid money. It therefore behooves all to be careful to arrange only with responsible and well known parties. We take pleasure in noting the Garfield Hotel Co., the secretary of which is Edward Hurly, a member of Division No. 253 of the B. of L. E., which has made special arrangements to care for railway employes. Inquiries addressed to Brother Hurly, 5800 Stony Island avenue, Chicago, will receive prompt attention and full information will be given.

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A special train for the accommodation of delegates and their wives will leave Cincinnati for Toledo Monday, May 6th, at 9 A. M., stopping en route for a visit to the Soldiers' Home at Dayton. All who desire to avail themselves of this opportunity should immediately advise Brother John Devening, C. H. & D. R'y. Cincinnati, so that ample preparations can be made for their accommodation. President Woodford and General Passenger Agent McCormick of the C. H. & D. are deservedly popular with their employes, and in extending this invitation to members to travel to Toledo over their road on a special train, are but acting in accord with their well known reputation for liberality to railway employes. We trust that every member of the Order will appreciate and remember the favor.

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THE RAILWAY CONDUCTOR has made arrangements with a portrait company by which we can furnish, in connection with THE CONDUCTOR, a 16x20 portrait with an elegant gilt frame. These portraits are what are usually called crayon portraits, but they are not hand crayons. They are what are known as "bromides," and resemble a crayon portrait so much that the ordinary observer cannot tell the difference. We will send THE CONDUCTOR and one of these framed portraits to any one who will send us \$4.00, and a photograph of the person whose portrait is wanted, and we will guarantee the portrait to give satisfaction. The portrait will be fully as good as many for which ten dollars each is paid. To any present subscriber, we will send the framed portrait on receipt of \$3 00 and photograph.

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Senator Voorhess loses no opportunity to pose as a friend of the laboring man, but when the opportunity comes to really serve him or his cause, he is found on the opposite side. His recent resolution directing an inquiry by the inter-state commerce commission as to what legislation is necessary "for the better protection of the laboring people of the United States in their inalien-

able and natural rights, and for their greater security from the encroachments of corporation power," is undoubtedly an effort to redeem himself from the effect of placing his friend Burk, an avowed enemy of organized labor, in the office of United States Attorney, where he will have ample opportunity to harass and persecute organized labor. It will be a long time before Senator Voorhees's talk in the senate will atone for his acts out of it, and it will be a difficult task for him to convince the "laboring people" of Indiana that he is their friend. Talk is cheap and Senator Voorhees always has a plentiful supply.

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We are advised that the Brooklyn Art Union, recently advertised in the CONDUCTOR is a fraud. The "portrait" that they advertise free is a tin type about six by eight inches in size and the frame s of the cheapest kind of gilt paper. Instead of sending "free" they require the payment of \$1.50 "to pay expenses of packing, etc.," before they will send the portrait or return the photograph. This is about ten times what the picture and frame is worth. Some of the firms which advertise "free" pictures are all right and reliable, but they will make as a condition that you pay for a frame just about what the picture and frame both are worth. From some of these firms a retouched "bromide" portrait can be obtained that is a good picture and worth all its costs, which is usually from five to ten dollars. Unless you know all about the advertiser, it is always safe to assume that those who advertise to give for something for nothing, except to "play even in some way in the matter of pictures, is never to send a photograph which you do not wish to lose and never to pay anything without first being given an opportunity to see the picture. The CONDUCTOR will not knowingly advertise a fraud, but our advertising manager cannot always discriminate.

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We have procured a sample of the automatic reel manufactured by Messrs. Yewmen & Erbe, Rochester, N. Y., and while we have as yet had no opportunity to test in actual practice, we believe it is one which should be in the hands of every fisherman. It is substantially and thoroughly made of the best material and costs but little more than any good reel, while it is entirely automatic in its operation; the moment a fish is struck, a slight pressure of the little finger is all that is necessary, and it keeps a steady pull on the fish until it is safe in the landing net. During our outing last fall, a very great number of fine trout were lost because in many instances it was simply impossible to take the line fast enough with an ordinary reel. With the automatic, it is simply impossible for any fish, no matter how active, nor how mad the rush directly toward the angler, to get the least bit of slack line. If Johnny Metcalf had been provided with one of these automatic reels, it would have kept a tight line on the lunch and cigars and he wouldn't have had to go hungry and smokeless last summer. If your dealer does not have the reels in stock, send to the firm for a descriptive circular.

Do you ever fish? Is an inquiry made by Welch & Graves of Natural Bridge, N. Y. If you do they have something to say that will interest you. If you fish you have experienced the feeling of despair that comes to every fisherman when his last minnow is taken from the hook, the fish are biting vigorously and there is no possible chance to replenish the bait supply. The above firm make a tube of annealed flint glass, with holes to permit the free circulation of water and which magnified the minnow that is placed inside. It forms a most attractive bait and the minnow is protected and kept alive for a day, week or month if the angler desires. It is destined to supersede the clumsy imitation baits of all kinds, as any kind can be used in the tube, worms, grasshoppers, frogs or anything else. Send for a circular, or better, send \$1.00 for a sample. The inventor makes the following offer to poet fishermen. For the best six verse poem on this new fishing device, I will pay \$100 to first, \$50 to second and \$25 to third, in the devices, as stated in my circular. (Slang, chestnuts and fish stories ruled out.)

Something Grave or gay; Welch, watery and witty; hooked, pointed, alive, transparent, brief and a corker. "Life in short." Give me something like the device,—new, original and catchy. Time until June 1st, 1893. Calvin V. Graves, Natural Bridge, N. Y.

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Judge Barrett, of the New York Supreme Court, has dissolved the temporary injunction restraining the United Garment Workers from boycotting the firms which had locked out their employees for being members of a labor union. It is a signal triumph for organized labor in New York

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Judge Speer, of the United States Court, at Macon, Ga., rendered a decision directing the receiver to enter into a contract with the members of the B. of L. E. employed on the Georgia Central, and advises them that their boycott law is illegal.

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On another page we give an article from the *Firemen's Magazine* on the much discussed seniority question. The article is able, well written and eminently fair to both sides, and it applies equally well to brakemen and conductors. When engineers and conductors insist upon seniority for themselves and ask that all engineers and conductors be hired, they are demanding that injustice be done firemen and brakemen; when firemen and brakemen insist that all vacancies in the ranks of engineers be made by promoting firemen and brakemen, they are demanding that injustice be done to themselves as well as to others, and if they do not awaken to the actual condition of things before it is too late, they will learn that they have simply delivered themselves and all other classes of trainmen over to the tender mercies of the employer, bound hand and foot.



Our readers who write to any of the firms advertising in these columns are requested to mention  
**THE RAILWAY CONDUCTOR.**

WM. P. DANIELS, EDITOR AND MANAGER.  
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

### THE TOLEDO DECISIONS.

The recent decisions of the U. S. circuit and district judges are so important to railway employees that we publish them in full.

Judge Taft's decision is as follows:

This is a motion by the complainant, the Toledo, Ann Arbor and North Michigan Railway company, for a temporary injunction, to remain in force pending this action, against P. M. Arthur, the chief executive of the Brotherhood of Locomotive Engineers and a defendant herein, to restrain him from issuing, promulgating or continuing in force any rule or order of said brotherhood which shall require or command any employé of any of defendant railway companies herein to refuse to handle and deliver any cars of freight in course of transportation from one state to another to the complainant, or from refusing to receive and handle cars of such freight which have been hauled over complainant's road, and also from in any way, directly or indirectly, endeavoring to persuade or induce any of the employés of the defendant railway companies whose lines connect with the railroad of complainant not to extend to said companies the same facilities for interchanging of interstate traffic as are extended by said companies to other railway companies. A temporary restraining order to this effect was issued by me against Arthur, ex parte. A hearing has since been had, and the question now is whether, on the evidence produced, the order shall be continued in force until the final decision of the case.

The original bill was filed against eight railway companies and the superintendents of two of them averred that the defendants, who were operating lines of railway connecting with that of the complainant company at Toledo, had threatened to refuse to receive from and to deliver to the complainant company interstate freight on the ground that their locomotive engineers, who

are members of the brotherhood, would refuse to haul or handle the same, because complainant employed on its line engineers who were not members of the brotherhood; and the bill further averred that if the threat was carried out it would work an irreparable injury to the complainant, for which damages could not be estimated, and the law offered no adequate remedy. The prayer of the bill was for an order enjoining the defendant companies, their employés and servants from refusing to receive and deliver complainant's interstate freight. A temporary order as prayed for was issued by Judge Ricks. An amendment to the bill was afterward filed, making two new defendants, P. M. Arthur and F. P. Sargent. Sargent, it subsequently appeared, was a non-resident of the district and the bill as against him was dismissed for want of jurisdiction. As to Arthur, the amendment charges that he, as chief of the brotherhood, exercises a controlling influence upon its members in all matters treated by its rules and regulations; that one of its rules requires all its members in the employ of any railway company, whenever an order to that effect is given by its said chief officer, to refuse to receive, handle or carry cars of freight from any other railroad company, whose employés, members of said association, have engaged in a strike; that such a strike has been declared against the complainant by the members of the brotherhood with Arthur's consent and approval; that Arthur now publicly announces that unless complainant shall submit to the demands of its striking employés he will order the rule above stated enforced; that the rule is in direct contravention of the interstate commerce law and is intended to induce the employés of the defendant companies to violate that law and the previous order of this court and that Arthur, with others, is conspiring to that end.

The jurisdiction of this court to hear and decide

the case made by the bill cannot be maintained on the ground of the diverse citizenship of the parties. If it exists it must arise from the subject matter of the suit. The bill invokes the chancery powers of this court to protect the complainant in rights which it claims under the act of congress passed Feb. 4, 1887, known as the interstate commerce act, and an act amending it, passed March 2, 1889. These acts were passed by congress in the exercise of the power conferred on it by the federal constitution "to regulate commerce with foreign nations, among the several states and with the Indian tribes." Counsel for Defendant Arthur contend that the interstate commerce law and its amendments are only declaratory of the common law, which gave the same rights to complainant, and that therefore this is not a case of federal jurisdiction. The original jurisdiction of this court extends by act of congress passed Aug. 13, 1888, to "all suits of a civil nature, at common law or in equity, where the matter in dispute exceeds, exclusive of interests and costs, the sum or value of \$2,000 and arising under the constitution or laws of the United States." The bill makes the necessary averment as to the amount in dispute. It is immaterial what rights the complainant would have had before the passage of the interstate commerce bill. It is sufficient that congress, in the constitutional exercise of power, has given the positive sanction of federal law to the rights secured in the statute, and any case involving the enforcement of those rights is a case arising under the laws of the United States.

The Brotherhood of Locomotive Engineers is an association organized in 1863, whose members are locomotive engineers in active service in the United States, Mexico and the dominion of Canada. Their number is 35,000. The engineers engaged with the defendant companies are most of them members of the brotherhood. The purpose of the brotherhood is declared in its constitution to be more effectually to combine the interests of locomotive engineers; to elevate their standing as such and their character as men. These ends are sought to be obtained by requiring that every member shall be a man of good moral character, of temperate habits and a locomotive engineer in actual service with a year's experience, and by imposing the penalty of expulsion upon any member guilty of disgraceful conduct or drunkenness or neglect of duty, or injury of property of the employer, or of endangering the lives of persons. A mutual insurance association is supported in connection with the brotherhood, in which every member is required to carry a policy, and there is an efficient employment bureau for

members. A strong and complete organization is maintained for the systematic government of the brotherhood, and the rules are well adapted to establishing and carrying out general and local plans with respect to the terms of employment of its members. Submission to these plans when once adopted by requisite vote is required of every member on penalty of expulsion. The management of controversies with employer companies is immediately with a chairman of a standing general adjustment committee for the particular railroad system involved and afterward with the grand chief. The grand chief has large judicial and executive powers. He is the ultimate authority always called in to adjust differences between members and their employer, and he is one to whom appeals are made to settle disputes arising between members and subdivisions. He is also the head of the insurance company.

Early last month the superintendent of complainant company refused to grant a demand by its engineers for higher wages. After some unsuccessful attempts at negotiation, Arthur, who had been called in, consented to the strike, which had previously been voted by two-thirds of the brotherhood men in complainant's employ. As soon as the men went out on March 7, Arthur sent to eleven chairmen of the general adjustment committees on as many different railroad systems in Ohio and the neighboring states the following dispatch:

"There is a legal strike in force upon the Toledo, Ann Arbor and North Michigan railroad. See that the men of your road comply with the laws of the brotherhood. Notify your general manager."

A "legal" strike in brotherhood parlance, means one consented to by the grand chief. His consent is necessary under the rules of the order to entitle the men thus out of employment to the three months' pay allowed to striking members. Arthur admits that the particular law to which he referred in this dispatch was one adopted by the brotherhood at Denver three years ago, but which is not published in the printed copy of the constitution and by-laws. It is as follows:

"12. That hereafter when an issue has been sustained by the grand chief and carried into effect by the Brotherhood of Locomotive Engineers it shall be recognized as a violation of obligation for a member of the B. of L. E. association who may be employed upon a railroad running in connection with or adjacent to said road to handle the property belonging to said railroad or system in any way that may benefit said company with which the B. of L. E. is at issue until the grievance or issue, of whatever nature or kind, has been amicably settled."

It is quite clear from the evidence that a "violation of obligation" is the highest offense of which a member can be guilty and merits expulsion.

On the 17th of March the temporary restraining order issued by me was served on Arthur. He was therein commanded to rescind any order he

might have promulgated to engineers on connecting lines to refuse to handle complainant's freight. Under advice of counsel he obeyed and sent a dispatch to committee chairmen rescinding his previous dispatch of March 16. This had the effect to lift the "embargo," so-called.

The result of this evidence is that the members of the Brotherhood of Locomotive Engineers have by the adoption of rule 12, made an agreement among themselves that whenever any of their comrades with the consent of Arthur leave the employ of one company because the terms of employment are unsatisfactory the members employed by companies operating connecting lines will inflict an injury on the first company by preventing as far as possible the first company from doing any business as common carrier involving the interchange of freight with connecting lines.

It will be convenient in discussing the question whether any relief can properly be given to complainant against Arthur, to consider rule No. 12 and the acts done or to be done in pursuance thereof—first, in the light of the criminal law; second, with reference to their character as civil wrong; third, with reference to the remedies which a court of equity may afford against them.

1. The complainant and defendant companies are common carriers, subject to the provisions of the inter-state commerce act, and the business exchanged between them is averred by the bill to be nearly all inter-state freight. The second paragraph of the third section of the act provides that:

"All common carriers subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving forwarding and delivery of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines."

Section 10 of the act as amended provides that:

"Any common carrier subject to the provisions of this act, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee or lessee, agent or person, acting for or employed by such corporation, who alone, or with any other corporation, company, person or party, shall wilfully omit or fail to do any act, matter or thing in this act required to be done, or shall cause or willingly suffer or permit any act matter or thing, so directed or required by this act to be done, not to be done, or shall aid or abet such omission or failure, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which said offense was committed, be subject to a fine of not to exceed \$5,000.

Under this section it will be seen that the engineers of the defendant companies refusing to handle interstate freight of complainant are guilty of a misdemeanor and subject to criminal prosecution. Section 10 in terms subjects to punishment only the common carrier company and its employés, but it is quite evident that any one, though neither a common carrier nor an employé, aiding or abetting or procuring the common carrier or its employés to violate the section would be punishable under it as a principal. It

is, therefore, evident that Arthur and the other members of the brotherhood, if successful in procuring either their own members or the defendant companies to refuse to handle interstate freight from complainant company, would be guilty of violating section 10 and punishable as principals thereunder. Section 5,440, R. S., provides that:

"If two or more persons conspire to commit any offense against the United States and one or more parties do any act to effect the object of the conspiracy, all the parties to such conspiracy shall be liable to a penalty of not more than \$10,000 or to imprisonment for not more than two years or to both fine and imprisonment in the discretion of the court."

All persons combining to carry out rule 12 of the brotherhood against the complainant company, if any one of them does an act in furtherance of the combination, are punishable under the foregoing section. This is true, because, as already shown, the object of the conspiracy is to induce, procure and compel the defendant companies and their employés to refuse equal facilities to the complainant company for the interchange of interstate freight, which, as we have seen, is an offense against the United States by virtue of section 10 above quoted.

For Arthur to send word to the committee chairmen to direct the men to refuse to handle interstate freight of complainant and to notify the defendant companies with the intention of procuring them to do so, all in execution of rule 12, is an act in furtherance of the conspiracy to procure the defendant companies to commit a crime and subjects him and all conspiring with him to the penalties of the statutes. Again for the men in furtherance of rule 12 either to refuse to handle the freight or threaten to quit, or actually to quit, in order to procure or induce the defendant companies to violate the penal section of the interstate commerce law, would constitute acts in furtherance of conspiracy which would render them also liable to the penalty of the same section.

Herein is found the difference between the act of employés of the complainant company in combining to withhold the benefit of their labor from it and the act of the employés of the defendant companies in combining to withhold their labor from them; that is, the difference between a strike and a boycott. The one combination, so far as its character is shown in the evidence, was lawful because it was for the lawful purpose of selling the labor of those engaged in it for the highest price obtainable and on the best terms. The probable inconvenience or loss which its employés might impose on the company by withholding their labor would, under ordinary circumstances, be a legitimate means available to them for inducing a compliance with their demands. But the employés of defendant companies are not dissatisfied with the terms of their employment. So far as appears, those terms work a mutual benefit to employer and employed. What the employés propose to do is to deprive the defendant companies of the benefit thus accruing from their labor, unless the companies will consent to do a criminal and unlawful injury to the complainant. Neither laws nor morals can give a man the right to labor or withhold his labor for such a purpose.

Under the principle above stated, Arthur and all members of the brotherhood engaged in causing loss to the complainant are liable for any actual loss inflicted in pursuance of their conspiracy.

The interstate commerce law itself recognizes the duties therein imposed to be of such a character as to warrant a remedy by enforced specific performance, for in summary equity proceedings at the instance of the interstate commerce commission, provided by section 16, as amended in 1889, express power to issue injunctions, mandatory or otherwise, to prevent violations of the orders of the commission is given to circuit courts. In addition to that, a remedy by mandamus in the district and circuit courts expressly denominated cumulative, is given to an interested person to compel compliance by a common carrier with the provisions of the act.

A corporation acts only through its officers and employees and it is through them only that its action can be restrained or compelled, while doing the work of the company the employee is the company and having notice of a mandate from a court of competent jurisdiction as to how that work must be done, he must in his work obey the mandate. The reason for the rule is obvious. It would be impracticable to enforce the relation of master and servant against the will of either. Especially is this true in the case of railway engineers where nothing but the most painstaking and devoted attention on the part of the employee will secure a proper discharge of his responsible duties. It would even seem to be against public policy to expose the lives of the traveling public and the property of the shipping public to the danger which might arise from the enforced and unwilling performance of so delicate a service. The argument is made that as great public interests are dependant on the continuous performance by common carriers of their duties, equity should intervene by injunction to prevent the crippling of those public agents by unlawful strikes. It is true that remedies in courts of equity expand and progress to meet the wants of changing civilization and conditions, but that expansion and progression are along well defined lines and the enforced specific performance of a contract of service would be a marked departure from the precedents to be found in a century of equitable relief.

We finally reach the question whether, in view of the foregoing, this court can enjoin Arthur from inciting, inducing or procuring the members of the brotherhood in the employ of the defendant companies to carry out rule 12 and refuse to handle complainant's freight. We have no doubt of it. For him to do so will be to cause an unlawful, irreparable injury to complainant and will be to induce on the part of the employees a violation of the mandatory order of this court. Either of these grounds is ample for the exercise upon him of the restraining power of a writ of injunction. Reason and the authorities hereafter cited would warrant us in going further if necessary. While it is true that the engineers in the employ of the defendant companies may not be enjoined from quitting the service of these companies, there is no rule of equity which prevents the court from enjoining Arthur from advising, inducing or procuring such employees, in pursuance of rule 12, to quit the service of defendant

companies for the purpose of causing a wrongful, criminal and irreparable injury to the complainant. The effect would be, not to compel the employees to remain in the service of the defendant companies against their will, but it would be to keep from them a wrongful influence, which, if exerted, would be likely to cause such an injury. It is immaterial whether the step to be taken by Arthur is merely ministerial, as is said, or whether it involves discretion on his part. The operation of the rule as against complainant is unlawful, will do it irreparable injury, and therefore, with the exception already noted, every step in its enforcement may be enjoined.

Here Judge Taft cites numerous authorities to sustain his position. He continues:

It was suggested in argument that an injunction would not issue against the commission of a crime. The rule thus broadly stated has sometimes been announced but it will be found on examination of the cases that it applies only where the injury about to be caused is to be public alone and where the proper remedy is by criminal proceedings. Where an unlawful injury to private rights is threatened and irreparable injury is likely to ensue equity will enjoin on behalf of the person whose rights are to be invaded, notwithstanding the fact that a criminal proceeding on behalf of the public for the same act will also lie.

In closing, allusion should be made to that part of the original restraining order herein which compelled Arthur to rescind the direction he had already given for the enforcement of rule 12. It was mandatory in its character and therefore unusual, but precedents in equity abundantly justify it. The effect of Arthur's act was continuing in its force, and would in the immediate future have caused the injury which complainant had the right to be protected against. There was absolutely no way of maintaining the status quo between the parties (which is the proper office of a preliminary injunction), but by compelling at once a rescinding of Arthur's act. Had its effect been allowed to continue, future equitable relief would have been entirely futile. The whole injury would have been done. The rule governing the court in such cases is stated as follows in *High on injunctions*, section 2.

"And when there is a willful and unlawful invasion of plaintiff's right against his protest and remonstrance, the injury being a continuing one, a mandatory injunction may be granted in the first instance."

The present was an extreme case. The injury threatened was willful, wrongful and criminal, and a mandate, though not a frequent remedy, was necessary and could by no possibility under the circumstances work injury to any one. The motion for a temporary injunction against defendant Arthur is allowed as prayed for.

The following is the full text of Judge Rick's decision in the contempt cases:

This suit was instituted by the Toledo, Ann Arbor and North Michigan Railway company to compel the Lake Shore and Michigan Southern railroad, the Pennsylvania company and other defendants to receive from it and deliver to it freight and cars destined from one state to another, commonly known as interstate freight. The bill was drawn to enforce the third section of the interstate commerce act, which provides:

'It shall be unlawful for any common carrier

subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

The common carriers subject to the provisions of that act are defined by the statute to be "any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad or partly by railroad and partly by water when both are used under a common control, management or arrangement for a continuous carriage or shipment from one state or territory of the United States or the District of Columbia to any other state or territory of the United States."

The subject matter of this litigation is therefore the construction and enforcement of an act of congress, and the court acquires jurisdiction because of the federal question involved. That such question is involved I think too plain for serious controversy. It is sufficient to constitute a case for cognizance by a federal court if it involves but a single ingredient or question dependent on the constitution or a law or a treaty of the United States, although it may at the same time involve any other questions that depend on the general principles of law. Chief Justice Marshall, in *Osborn vs. United States Bank*, 9 Wheaton, 738, considered this point and came to the following conclusion:

"We think, then, that when a question to which the judicial power of the union is extended by the constitution forms an ingredient of the original cause, it is in the power of congress to give circuit courts jurisdiction of that cause, although other questions of fact or law may be involved in it."

Upon the filing of this bill on the 11th day of March, and upon application of the complainant to me at chambers in Cleveland a mandatory injunction was allowed, directed to the defendants, their agents, officers, servants and employees, and it was therein ordered that the said defendants, Albert E. Blair, J. S. Morris, the Pennsylvania company, the Wheeling and Lake Erie Railway company, the Lake Shore and Michigan Southern Railway company, the Michigan Central Railroad company, the Cincinnati, Hamilton and Dayton Railroad company, the Columbus, Hocking Valley and Toledo Railway company, the Toledo and Ohio Central Railway company, the Cincinnati, Jackson and Mackinaw Railway company, and each of them and their officers, agents, servants and employees, be and they are hereby enjoined and restrained from refusing to offer and extend to the said Toledo, Ann Arbor and North Michigan Railway company the same equal facilities for interchange of traffic on interstate business between said railway companies, as are enjoyed by other railway companies, and from refusing to receive from said Toledo, Ann Arbor and North Michigan Railway company cars billed from points in one state to points in another state, which may be offered to said defendant companies by the complainant, and from refusing to deliver in like manner to said complainant cars which may be billed over complainant's

line from points in one state to points in other states. The order for injunction read:

"Ordered, that a writ of injunction be issued out of and under the seal of this court as prayed for in the bill of complaint, to remain in force until the further order of court herein."

The application for this order was made to me at chambers in Cleveland, late on Saturday night, March 11. The situation set out in the bill disclosed an emergency in which prompt action was necessary. I had granted a similar mandatory order in 1891 on a bill for an injunction filed in this court by the Wheeling and Lake Erie railroad, and it was enforced with beneficial results as against its engineers, firemen and trainmen, who had refused to handle interstate commerce freight loaded on cars consigned to various ports on lakes Superior and Michigan. The bill in this case clearly entitled the complainant to relief as against the defendant railroads who were threatening to refuse to receive or deliver interstate freight. The section of the interstate commerce law above quoted made it mandatory upon connecting railroads to receive and deliver passengers and freight, and to accord equal facilities for the interchange of traffic. Corporations can act only through their officers, agents and servants, so that the mandatory provisions of the law which apply to the corporation apply with equal force to its officers and employees.

The authority of the court to issue such an order has been questioned, but it rests on well established principles. In *Beadel vs. Perry* (L. R. 3, EQ 465) a mandatory injunction was granted on motion of Sir John Stewart, V. C. In giving judgment in that case he said:

"Reference has been made to a supposed rule of court that mandatory injunctions cannot properly be made except at the hearing of the cause. I have never heard of such a rule. Lord Cottonham was, so far as I know, the first judge who proceeded by way of mandatory injunction, and he took great care to see that the party applying was entitled to relief in that shape."

In *Coe vs. Louisville and Nashville railroad*, when application was made to Judge Baxter, of the United States circuit court at Nashville, Tenn., for a mandatory injunction restraining the defendant from discriminating against the complainant's business in handling live stock, and especially from inhibiting persons from consigning live stock to complainant's yards, that learned judge said:

"Ought a mandatory order to issue upon this preliminary application? Clearly not, unless the urgency of the case demands it and the rights of the parties are free from reasonable doubt. The duty which complainants seek by this suit to enforce is imposed and defined by the law—a duty of which the court has judicial knowledge. The injunction compelling its performance pending this controversy can do the defendant no harm, whereas a suspension of the accommodations would work inevitable and irreparable mischief to the complainants. The injunction prayed for will therefore be issued."

In the case now under consideration the duty which the complainant seeks to have enforced is defined by the law, and the rights of the parties are free from doubt, so that it seemed a proper case for the order to issue, and it was therefore allowed.

This order was served upon the several defendants, and the Lake Shore and Michigan Southern railroad, through its general superintendent, Mr. Canniff, made publication of the order in such a way as to bring it to the attention of its employes and particularly to those of its engineers driving engines on the Detroit division where the interchange of cars with the Ann Arbor road was frequent. On March 18 affidavits were filed that certain of its employes refused to obey the orders of the court, and based thereon, an application was made by the Lake Shore and Michigan Southern railroad for an order to issue attaching certain of its employes for contempt for violation of that order. Thereupon the court directed a citation to issue to said employes requiring them to appear and show cause why they should not be attached for contempt. This is the usual and well established practice in such cases and has abundant precedents in this district within the past ten years. It is said the orders issued in this case are without precedent. Every just order or rule known to equity courts was born of some emergency to meet some new conditions, and was, therefore, in its time without a precedent. If based on sound principles and beneficial results follow their enforcement, affording necessary relief to the one party without imposing illegal burdens on the other, new remedies and unprecedented orders are not unwelcome aids to the chancellor to meet the constantly varying demands for equitable relief. Justice Brewer, sitting in the circuit court for Nebraska, said:

"I believe most thoroughly that the powers of a court of equity are as vast and its processes and procedure as elastic as all the changing emergencies of increasingly complex business relations and the protection of rights demand."

Justice Blatchford, speaking for the supreme court in *Joy vs. St. Louis*, 138th U. S., said:

"It is one of the most useful functions of a court of equity that its methods of procedure are capable of being made such as to accommodate themselves to the development of the interests of the public in the progress of trade and traffic by new methods of intercourse and transportation."

The spirit of these decisions has controlled this court in its action in this case. It is not necessary for the purposes of this case to undertake to define with greater certainty the exact relief which such cases may properly invoke; but that the necessities growing out of the vast and rapidly multiplying interests following our extending railway business make new and correspondingly efficient measures for relief essential is evident, and the courts, in the exercise of their equity jurisdiction, must meet the emergencies as far as possible within the limits of existing laws until needed additional legislation can be secured.

It is our duty to deal with the facts of these cases as they are presented. The parties now charged with contempt must be tried on the facts as they have been made to appear: and having fully considered them, I conclude that Engineers Clark, Case, Rutger and Conley, and their firemen as named, quit the service of the Lake Shore and Michigan Southern railroad under circumstances when they had a right to do so, and that they are not therefore in contempt of court because of such conduct, and they will be discharged. In reaching this conclusion I have treated these cases as criminal in their character and given the

accused the benefit of the reasonable doubt, especially as to the extent to which they had conspired to act concertedly in quitting service in a way to injure their employer and aid in enforcing a boycott. An act when done by an individual in the exercise of a right may be lawful, but when done by a number conspiring to injure or improperly influence another may be unlawful. One or more employes may lawfully quit their employer's service at will, but a combination of a number of them to do so for the purpose of injuring the public and oppressing employes by unjustly subjecting them to the power of the confederates for extortion or for mischief is criminal. We do not therefore here determine that a conspiracy entered into by the employes of one railroad to boycott another railroad may not exist under such circumstances of aggravation as to make it entirely proper for a court of equity, in dealing with such conspiracy, to prevent an employe from quitting the service in which he is engaged solely as a means of carrying out his part in such conspiracy and for no other purpose than to aid in enforcing such boycott.

But the conduct of Engineer Lennon presents quite a different case. He was on his run from Detroit to Air Line Junction with a train of forty-five cars. He reached Alexis station at 10:07 a. m., and was there ordered to take an empty car from the Ann Arbor "Y" for Air Line Junction. This was one of the boycotted cars. He refused to switch the car into the train, and held it there against positive orders from 10:07 a. m. to 3:15 p. m., and then proceeded on his run after receiving a dispatch from the chairman of the grievance committee which read as follows: "You can come along and handle Ann Arbor cars." That message meant that the boycott had been raised. Though Lennon had been twice ordered by the officers of the road to come on with his train, he refused to do it, but promptly moved it when he got permission to do so from one who had no official relation to the company, and no right to interfere with the movement of its trains. When he received the order at Alexis to take the Ann Arbor car he refused and said "I quit." He afterward agreed with the superintendent of the Detroit division to take his train to its destination if the order to take the boycotted car was countermanded. He remained with his engine and brought his train to Air Line Junction. When he arrived at that point, as the termination of his run, he says in his testimony: "The caller told me when I registered, 'You get 134.' I said all right, I'll be up." It was his duty to give me such notice." Though he claims to have quit at Alexis about 10 o'clock in the morning, he brought his train to its destination and, when told what his next run would be, gave no notice of having quit or of intending to quit.

This is satisfactory evidence that he did not quit in good faith in the morning, but intended to continue in the company's service, and that his conduct was a trick and device to avoid obeying the order of court. I accept the protestations of Mr. Lennon, made under oath, that he did not intend to disobey the orders of the court, and did not believe he was violating the laws of the United States. This does not, therefore, seem to me to be the occasion when it would be wholesome or wise to administer an exemplary punishment.

With these views of my duty, an order will be

entered that the accused, James Lennon, stands adjudged as guilty of contempt and pay a fine of \$50 and the costs of this proceeding, upon payment of which he will be discharged from the further orders of the court.

The orders made in this case as to all the connecting roads and their employes who have continued in the service are still in full force, and it is but just to all concerned that the court should say that the laws and orders having now been fully interpreted and made public, any violations thereof that may hereafter be made will be dealt with in a spirit and purpose quite different from that which has controlled us in this case.

#### THE A. & P. TROUBLE.

Arizona, generally understood to be a place where nothing thrives without irrigation, has shown that her climate is especially adapted to raising short lived labor organizations. As to how much "irrigation" has to do with this crop, we are not informed.

The Brotherhood of Railway Employes, organized at Winslow at New Years time, seemed to think that it was necessary for it to make a showing of its ability to uphold its claim that it was the only organization extant which furnished or could furnish "protection," and in the early days of March, when mail train No. 4 east bound, on the Atlantic and Pacific Railway, arrived at Winslow, the coaches were cut off from the train, parties took their stand on each side of train, armed with guns, defying any one to couple it up, and then in the name of the B. of R. E., notice was served on the officers of the company that the train would be allowed to proceed only after they were advised that a sentence of fifteen days suspension against one of their members, imposed as punishment for neglect of duty while flagging, had been withdrawn, and assurance given that he would be paid for all time lost.

This demand was complied with, and the train proceeded, after having been held some four hours.

Shortly after this move the "Protective Board" instructed the superintendent of transportation and the master mechanic to meet them at a given place, day and hour, for the purpose of "adjusting grievances."

The superintendent and master mechanic obeyed the instructions, met the B. R. E. board, and were asked to give their attention to a document, beginning with the words: "Our grievances are many, as no doubt you are aware."

The first case was one of an engineer whom they claimed had been unjustly dealt with, and whose immediate return to service, with pay for lost time, they demanded. This case was one which had been adjusted amicably and satisfactorily between the B. of L. E. committee and the master mechanic. The interested engineer was satisfied with the decision, was not a member of the B. of R. E., and protested against their considering the case.

One Bruce Tyler had been in the employ of the company as a stock claim agent, but had been dismissed. This dismissal the board claimed, was unjust, and its recall was demanded. It was also demanded that Mr. Tyler should be paid for lost time, and that he should be given a position as station agent at Winslow. This demand necessitated the removal of an agent in every way satis-

factory to the company, and it will puzzle the average mind to understand by what course of reasoning the decision that Mr. Tyler had a right to the place was reached.

The rest of the demands can be summed up as an effort to carry out their threat that they would place every man in the service in such position as they considered him entitled to, according to his "age in the service," dating from the construction of the road, and regardless of capacities in which they had served.

Brother Miller has been satisfactorily conducting a train there some five or six years. He was promoted to that position a year before Mr. Parrot was promoted. No question has been raised before as to Brother Miller's right to this position, but this board demanded that his regular run be given to Mr. Parrot. Although the only schedules in effect on the road had been made by the old organizations; although these same organizations had been pronounced failures by the B. of R. E., continual complaint was made by the board of violation of "Our schedule."

The superintendent tried to explain that in the case of Mr. Tyler he had no authority, as that department was out of his jurisdiction. The argument was met by the remark from Mr. Tyler: "Where there is a will, there is a way." The superintendent asked for time in which to consider the demands and to consult with the general superintendent, who was absent from home. He was graciously accorded fifteen minutes by the watch, within which to reply, yes or no, to the demands. In the absence of his superior, and in face of the fact that there were several trains of oranges on the road, the superintendent yielded, and granted the demands under protest. He considered the action so unjust that he prepared an explanation in form of an apology to the other employes, which he intended for bulletin purposes. This was handed to the operators at Winslow to send to the various division points, but they refused to send it.

Changes in accord with the demands were made. Brother Miller was taken from his train, and it was given to Mr. Parrot.

Two representative members of our Order came to Cedar Rapids for the purpose of laying the matter before the Grand Chief Conductor. Recognizing the gross injustice which had been done our members, Brother Clark promptly wired Brother Stanley, chairman of our general committee for the Santa Fé system, to meet him in Albuquerque, and left for that point.

On the day following his arrival at Albuquerque, he waited upon General Superintendent Gabel, in company with committee for A. & P., and Chairman Stanley. Brother Clark stated the position of the Order as insisting upon the return of its members to their positions. "If this is denied," said Brother Clark, "we must take it to the Santa Fé, for we will not submit to the removal of our members, whose services are satisfactory to the company, in accordance with the unjust, unprovoked and unreasonable demands of a mob, styling themselves an organization. When our members are in their proper positions, we will protect them therein to the extent of our resources."

Mr. Gabel said, "We will return your members to their positions within a few days," and

agreeable thereto, Brother Miller was sent out on his run the third day following the interview.

Some of the B of R. E. members undertook to stir up a strike, but beyond a few hour's delay to trains, caused by some train dispatchers and operators, no inconvenience was felt. The disposition of some was shown in the act of turning an engine loose down the main track in face of an overdue passenger train. Fortunately the train was late, and the engine was followed nine miles by an east bound train, picked up and placed on siding. The sending out of this engine was a dastardly act, which merits the most severe penalty which can lawfully be imposed, if the perpetrators can be apprehended.

The injustice of the position taken by the B of R. E. was so glaring as to cause severe criticism in the columns of the daily press.

Every effort to create prejudice was resorted to, and the following extract from the *Evening Citizen* of Albuquerque, over the signature of the Grand Secretary of the B. of R. E., under the caption of "Perfidy of the O. R. C.," is a fair sample.

This controversy on the Atlantic & Pacific which has been at fever heat for the past two weeks between the company, Order of Railroad Conductors et al and the Brotherhood of Railway Employees, is for no other purpose than to destroy existing schedules on the Atlantic & Pacific system. The true fight is against the brakemen's schedule and not the Brotherhood of Railway Employees. The company and Order of Railroad Conductors, by covering up the true issues are doing all they can to draw the Brotherhood of Locomotive Engineers into the fight on their side, and a few Brotherhood of Trainmen. When the real issue is made clear and the fight on, the Brotherhood of Railroad Trainmen will remain loyal to their order and the Brotherhood of Locomotive Engineers will not forget the "Q," 1888, nor the present actions of the conductors on the Ann Arbor road in Michigan, where the engineers are on a strike and the conductors are running engines.

C. M. HOLMES.

The following interview with Brothers Clark and Stanley may not prove uninteresting.

A representative of the *Citizen* called on E. E. Clark, grand chief conductor of the Order of Railway Conductors, at the San Felipe, and found him in parlor "A," in company with H. J. Stanley, chairman of the general grievance committee of that order for the Santa Fe system. These gentlemen were ready to give any information possible relative to the trouble existing on the Atlantic & Pacific railroad, and the conversation with them elicited the following statements:

"While we do not endorse or approve the actions of the Brotherhood of Railroad Employees or their manner of doing business," remarked Mr. Clark, "we have no quarrel with them further than they impose upon us by making unjust and uncalled for attacks upon our members.

"In the peculiarly conducted interview with Superintendent Denair, they made demands and forced compliance therewith, which unjustly and seriously affected members of our Order. We are here in accord with our laws to insist upon the return of our members to the positions from which they have been arbitrarily removed. We propose to afford our members protection in their positions and their rights, so far as the resources of the Order will permit. The statements made in print a few days since under the head of Perfidy of the O. R. C., are simply the misstatement of facts or a statement which has no foundation in truth.

"We do not care to enter into any controversy in print. Our business is with the Atlantic & Pacific officials until they return our men to their positions, and after that it is simply to protect them therein.

"The hasty departure from this section of several of those who were most prominent in this move is a somewhat peculiar way of showing their confidence in the justice of their cause or their conviction that they were right."

The *Citizen* reporter was agreeably surprised in both Mr. Clark and Mr. Stanley; they are pleasant, agreeable, and away above the ordinary man in intelligence. They believe that their Order is right in the present trouble, and have the assurances of the Atlantic & Pacific officials that the men recently removed by order of the Brotherhood of

Railway Employees will, at an early day, be restored to their former positions.

That the press and people fully appreciate the situation, is evidenced by the following, again from the *Citizen*:

Until to-day, we were under the impression from statements made to us by the members of the B. of R. E., that their sole aim and hope in the present strife, was for recognition, but from information received from reliable sources and after a consultation with representatives of the B. of L. E., B. of L. F., B. of R. T., O. of R. T. and O. of R. C., we are convinced that the contrary is the case.

To-day we learn from representatives of the B. of R. T., on both the A. & P. R. R. and the A. T. & S. F., that the few members now left in the B. of R. E. have endeavored in every way possible to influence the B. of R. T. against the O. of R. C., in order, if possible, to secure their sympathy and draw attention from the real issue.

The Atlantic & Pacific Railroad company is a corporation legally organized, and its success means a great deal to Albuquerque; in fact, were it not for the Atlantic & Pacific road, we would not be where we are to-day. We never could for a moment, sustain a labor organization that has for its motto, "Might is Right," and allow a few members of such order, of their own volition, to make such demands upon the railroad company as were made by members of this so-called Brotherhood of Railway Employees a few days ago.

For a long time the officials of the Atlantic & Pacific company have allowed men with anarchistic principles to dictate to them what should be done in the way of running trains, and the wages paid the men, but the time has come when reason and justice must prevail, and after reviewing the situation in its entirety, we have come to the conclusion that the position of the officials of the Atlantic & Pacific company to-day, is the only one that can bring about beneficial results to the conservative and intelligent members of the other and legitimate labor organizations in its employ, and at the same time result to the great advantage of the towns along the line of its road.

Mr. Tyler, who was forced into position as agent at Winslow, did not prove a shining success, as will be seen from the following from an Albuquerque paper:

Bruce Tyler, the station agent of only a few days and who is accused of being one of the principals in causing the present strife among the employees on the Atlantic & Pacific, quietly dropped into the city on Conductor Heady's passenger train from Winslow last Friday night, and after remaining in secluded quarters until the south-bound passenger train was ready, took passage, so it is stated, presumably for Old Mexico, Saturday morning. Before being appointed station agent, Tyler was live stock claim agent and rode on an annual pass. Coming into the city, he exhibited to the conductor a dispatch from General Superintendent Gabel desiring his presence here. This dispatch is declared by Mr. Gabel to have been forged, which action bespeaks very bad for Bruce, who is well known and well liked by a number of our citizens. He has deserted his station without first being relieved, and has placed himself in a very unenviable light before the Guarantee Security company.

Shortly following on the heels of the removal of Mr. Parrot, in order to restore Brother Miller to his position, some sixty employees who had been active in support of the anarchistic methods of their representatives, were dismissed from the service of the company. These were station agents, train dispatchers, operators, yardmen and trainmen. We are advised that some enginemen were dismissed later. The management expressed a determination to dismiss all who had been guilty of acts which justified their dismissal, and no one in any degree conversant with the manner in which this element have trampled over the rights and authority of the company, as well as all recognized ethics of dealings as between employer and employé, will feel disposed to criticize the determination or action in compliance therewith.

Might can never be made right, and the sooner all laboring men appreciate that fact, and organ-

ize on that basis, the better off will they and the world be.

The position taken by the Grand Chief Conductor was the only honorable one open to him, and we re-echo his words: "If we can not put Brother Miller back in his position, and protect him therein after his return, we have no excuse for existence as an organization claiming to afford protection to its members against wrong or injustice"

The Grand Chief Conductor is just advised by Bro. J. R. Stanton of the Ohio & Mississippi that a special train for the accommodation of delegates and their wives will leave St. Louis over that road Sunday morning, May 7th, at 9 o'clock, arriving in Cincinnati Sunday evening and giving all opportunity to take advantage of the special train over the Cincinnati, Hamilton & Dayton leaving Cincinnati Monday morning. A cordial invitation is extended to all to use this train and those who expect to do so are requested to notify Bro. Stanton, Lane Seminary hotel, Walnut Hill, Cincinnati, in order that ample preparation may be made for all. We suggest that all who can conveniently go via St. Louis or Cincinnati, take advantage of these trains. It has been found necessary to run them in the day time for the reason that it is impossible to procure sleeping cars for night trains on account of the demand for them for World's Fair travel. The Grand Division will meet Tuesday, May 9th, at 1:00 o'clock p. m. in Memorial Hall, corner of Adams and Ontario streets. Tuesday morning a reception will be given at the People's Theatre at 10 a. m., at which time brief addresses will be made by Gov. McKinley, the Grand Chief Conductor and others. The headquarters during the Grand Division will be at the Boody House. The Grand Division of the Ladies Auxiliary will meet in the same building with the Grand Division and during the same week, but we are not advised as to the exact time. The official headquarters of the Auxiliary will be at Hotel Madison. Delegates desiring to reserve rooms in advance should apply immediately to Bro. Chas. R. Lee, 410 Sherman street. The necessary credential and copy of circular containing information as to transportation, hotels, etc., has been mailed to each division and member of the Grand Division.

Just as this form goes to press, a telegram brings us the sad intelligence of the death of Bro. Hiram Hurty, a permanent member of the Grand Division and a warm personal friend of the writer. A busy and useful life is thus closed. Peace be to his ashes.

The appointment of Hon. A. W. Terrill of Texas to be U. S. minister to Turkey, will be gratifying to those railway employes who know of his services in their behalf in the Texas Senate, but they will regret that it takes from the state for a time, one of their best friends.

Under date of April 10th the appointment of B. N. Roller as master of trains on the Knoxville division of the L. & N. is announced. Brother Roller is one of the best members of the Order of Railway Conductors and is one of the reliable

members of Monon Division No. 89 at Louisville. We sincerely congratulate Bro. Roller and trust that the CONDUCTOR will still hear from him occasionally.

Bro. T. J. Martin is prepared to rent nicely furnished rooms to World's Fair visitors at from one to two dollars per day. The situation is a pleasant one at 1328 Washington ave., forty minutes ride from the grounds by boat or cable car, thirty by the elevated railway or twenty by the Ills. Cent. Readers of the CONDUCTOR will do well to write him before concluding their arrangements.

On account of the wide spread interest taken in what are known as the Toledo decisions of Judges Taft and Ricks of the federal courts and of the effect they are likely to have upon railway employes, we surrender a large part of our editorial space to give the decisions in full, reserving editorial comment for our next number. We believe that those who have expressed the opinion that the decisions are a blow to organized labor are mistaken, and that even if sustained, organizations will not be injured thereby.

Want of space prevents publication of the rules governing any federation which may be formed by members of the Order of Railway Conductors and which are now, until repealed by the Grand Division, laws of the Order. Copies have been sent to all divisions and there is nothing in them which may not be given to the public. Railway officers and imaginative newspaper reporters will search them in vain for any conspiracy to organize a World's Fair strike.

The ladies of the Auxiliary at Cheyenne, Wyo., have decided to hold their first ball on the 21st, and they have very kindly remembered the editor with a complimentary invitation. We have enjoyed the hospitality of Cheyenne homes and Cheyenne ladies before this and we know that it is not to be exceeded anywhere and if it were among the possibilities, we certainly should take advantage of this opportunity to join with them. The many little "chores" necessary to prepare for the rapidly nearing session of the Grand Division prevents us from thinking of such a thing however.

Another new candidate for railway favor appears in the Woodman Safety coupler, of which a model has been shown us. This coupler possesses advantages which we have not seen in any other of its type. It is of the M. C. B. type, and the locking device is entirely and completely protected from dirt, cinders, ice and snow, an important point, as those who use couplers well know. It is certain and sure in its operation and is certainly the equal of any other of that type in strength and durability and seems to us to be superior to many. It has been tested in actual service on the B., C. R. & N. railway and found to be superior to any others with which it has come in competition. It seems to us that the recent legislation will result in an extended trial of the M. C. B. coupler and if this is the case, and merit is any consideration, the Woodman coupler must become a popular one.



**"This wings its way to its Almighty source,  
The witness of its actions, now its judge;  
That drops into a dark and noiseless grave,  
Like a disabled pitcher of no use."**

#### **Bowersock.**

In the death of brother Joel P. Bowersock, Pike's Peak Division No. 244, lost a worthy and honored member, the community an earnest, active citizen, and his family a devoted husband and father. The Division adopted resolutions expressing sorrow for the untimely death and sympathy with the bereaved family at a recent meeting.

#### **Cole.**

Brother W. R. Cole, a member of Richmond Division No. 152, was instantly killed near Scottville, Va. The train of which he was conductor parted and in attempting to apply brakes to prevent a collision, he fell under the train and was run over. He leaves a widow, two children and aged parents to mourn the loss of their protector.

#### **Crooker.**

Died Mch. 22, Mrs. Phebe Crooker, mother of Brother William Crooker, of Milbank Division No. 99. The Division extends to Brother Crooker its sincere sympathy in his affliction.

#### **Dodson.**

Died March 11th, after a lingering and painful illness, Brother John P. Dodson of St. Louis Division No. 3. Brother Dodson died at his home in Opelika, Ala., surrounded by the loved ones, a wife and children who are left to face the world alone and who will henceforth miss the fostering care that has always been extended over them by their earthly protector. The Division extends its sincere sympathy and trusts that as the heavenly father tempers the wind to the shorn lamb, so may He shield and protect the lonely widow and orphans.

#### **Moore.**

Died at his home in Perry, Iowa, April 9th, Brother Fred Lambson Moore, a permanent member of the Grand Division and an energetic and faithful member of Perry Division No. 84. Brother Moore was attacked with acute pneumonia about three weeks ago, and after a severe struggle succumbed to the fell destroyer. The remains were taken to his old home in Stevens Point, Wis., for interment, accompanied by a committee from his division. Hundreds of members of the Order and the Grand Division who have known Brother Moore will unite with Division 84 in

mourning his loss and in sympathy for the bereaved wife and son who are left to fight the battle of life alone.

#### **Wall.**

Brother T. H. Wall died at his home in Covington, Ky., at 2:37 A. M., April 7th, of agina rectoris, and his remains were interred in beautiful Spring Grove cemetery, Cincinnati. April 9th, by the members of the order he so fondly loved. Brother Wall was born at Williamsburg, Va., April 29th, 1853. He was therefore but a few days less than forty years of age. Just in the prime of life, in the full vigor of manhood, yet with scarcely a moment's warning he was stricken and went down as grass before the mower's scythe, leaving a faithful and loving wife and beautiful child of three years to mourn his loss. Brother Wall was one of the best known Order men in this part of the country. He became a member of Cincinnati Order soon after its organization and remained a member of that division until February, 1892, when he withdrew to become a charter member of Blue Grass Division No. 322. He was elected chief conductor of No. 322 at its organization and served with distinction. At the last election he was elected delegate to the next convention of the Grand Division. He was a faithful husband, a kind father, a true friend. Generous to a fault, he would stubbornly contend for the rights of others, even at a sacrifice of his own personal interest. While we will miss his cheery voice, his friendly greetings, let us hope that he still lives in the enjoyment of a blessed immortality.

#### **Woodlock.**

On the 20th of March, by one of those mysterious dispensations of Providence, which continually occur, Brother Michael Woodlock was, without a moment's warning, called from this life to the unfathomable hereafter, leaving an aged mother to mourn the loss of a loving son. Brother Woodlock was a member of Escanaba Division No. 86, which tenders to the afflicted mother its deepest sympathy and sincerely trusts that God in His infinite wisdom and the greatness of His love, may be a source of solace, comfort and protection to her.

# THE RAILWAY CONDUCTOR.

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CEDAR RAPIDS, IA., MAY, 1893.

NO. 5.



## THE ENGINEERS WIN.

The Great Case Decided by Judge Speer in Their Favor.

MACON, Ga., April 8.—The Central railroad deal with both sides fairly and justly. He kept engineers have won in their case before in mind the equal rights of the railroad and its Judge Speer, of the United States Court, to require Receiver H. M. Comer to sign a contract employes.

The decision can be construed as a complete triumph for the engineers, except so far as the boycott rule of the brotherhood is concerned, which rule forbids engineers of one road hauling the cars of a striking road. Judge Speer decides that Receiver Comer must sign a contract with the brotherhood engineers and with engineers not members of the brotherhood. Judge Speer thus recognizes the right of the brotherhood to existence, and, in fact, places himself on record as the friend and supporter of labor organizations so long as they remain and operate within the law. General Superintendent Wadley and Receiver Comer refused to recognize the brotherhood, but Judge Speer, by his decision, recognizes it and says that Receiver Comer, the agent of the court, must recognize it.

Judge Speer's decision favors the seniority service clause as affecting promotion. Receiver Comer was opposed to seniority. The court provides, however, that where merit and ability are equal seniority of service shall prevail, and will arrange a fair tribunal for the purpose of testing the merit and ability of various candidates for promotion with the privilege of either party in cases not reconcilable to appeal to the court. The engineers think that a good tribunal for testing the merit of those seeking promotion would be the master mechanic and three engineers to be

selected by the master mechanic. Mr. Comer thinks that on the master mechanic alone should rest this responsibility. On all other points, such as a schedule of wages, etc., which the engineers want included in the contract, Judge Speer decides in favor of the brotherhood. Attorney R. W. Patterson and his clients, the engineers, are greatly pleased with the judge's decision. He and they have won a great victory—one which they ought to have won, for their cause was just and right. It would be unjust and unfair for them not to have a contract. The public endorses and approves the decision of Judge Speer. So far as the boycott rule of the brotherhood is concerned, the engineers expected Judge Speer to rule against it, and his decision in this regard is in keeping with the recent decisions given out west. The brotherhood expect to strike the rule from their by-laws at the next national convention. They say they do not wish any rule on their books that the court decides is in conflict with the laws of the country. They say they are a law-abiding, conservative body of men and their action and conduct in Judge Speer's court really shows this. In deciding on the boycott rule, Judge Speer says:

"Now there cannot be a doubt that this rule of the brotherhood is in direct and positive violation of the laws of the land, and no court, state or federal, could hesitate a minute to so decide it. It is plainly a rule or agreement in restraint of trade or commerce."

A new contract will now be drawn up to be signed by Receiver Comer and the engineers. In the meantime the old contract, so Judge Speer says, remains in force.

Judge Speer's decision says: "In case of any issue with the management with which the brotherhood or its members are connected and the members in the employ of the receiver shall desire to leave his service in a body or otherwise in such manner as may in any way impede the operations of the road, they will be required to do so upon such terms and conditions as the court may think proper for the protection of the interest of the property and the maintenance of justice and fair play to all concerned."

#### THE DECISION IN FULL.

The full text of the decision is as follows:

In the Circuit Court of the United States for the Western Division of the Southern District of Georgia Waterhouse and others, styling themselves Committee of Adjustment of the Brotherhood of Locomotive Engineers, vs. H. M. Comer, Receiver. Petition to have receiver make contract with locomotive engineers. R. W. Patterson, for motion. Lawton & Cunningham and Marion Erwin, contra. Decided April 8, 1893. Speer, judge.

Cases are frequent where persons entrusted with corporate properties have applied to the courts for the prevention or redress of grievances threatened, or inflicted by labor organizations. This is the first instance, of which we have any information, where members of such an association have, by concerted action, in an orderly way, sought the arbitration of a court to have settled a controversy relative to the wages and conditions of their employment. The recent application to this court of the Order of Railway Telegraphers, with similar purpose, was an attempt of this character. The telegraphers, as a body, had abandoned the service of the receiver before they presented their petition. In the meantime other telegraphers, with equal right to employment by the receiver, had been engaged and were performing the functions the striking telegraphers had surrendered, and, notwithstanding the solicitude of the court to spare a large number of intelligent young men from the distress resulting from their indiscreet action, it was found to be impracticable. The members of the Brotherhood of Locomotive Engineers, who have presented this petition, have a proper standing in court. There are 250 locomotive engineers in the employment of the receiver, upon the various divisions of the Central Railroad and Banking Company, of Georgia. Of these 211 are members of the Brotherhood of Locomotive Engineers, and the petitioners are a committee from that membership. They recite in their petition the facts that they have been for several years working under a contract made between a general committee of the brotherhood and the officers of the railroad. Since the first day of December, 1891, they have been working under a contract, a copy of which they attach, and since that time the properties have been entrusted to the control of Hugh M. Comer, the receiver of the court. This contract expired on the first day of December, 1892. A few days prior to that time they gave notice to George D. Wadley, general superintendent of the company, that they desired certain changes in the contract. They state further that they have remained in the service of the company, although the superintendent and the receiver refused to enter into any new contract or consider the old contract longer in force, unless ordered to so do by the court.

Pending the adjustment of the controversy, which was postponed for ninety days by virtue of a clause of the contract which entitled the receiver to notice for that period and of which he claimed the benefit, the court has continued the contract in force.

We have also caused several conferences between the receiver and the engineers, with the hope that an amicable agreement might follow. This expectation has been defeated by a strike on the Savannah, Americus & Montgomery Railroad, the refusal of one of the engineers to haul a train to which a car of that company was attached, his immediate discharge and the friction between the receiver and the engineers which resulted therefrom. The engineers then applied to the court. They set forth the objects of their order, the advantages of a contract with their employers, and that such contracts are of force upon a very large proportion of the principal railroads of the country. They state that since it has been shown to them that

the properties in the hands of the receiver are embarrassed financially, they are content to work in his service without any increase of wages, although they insist that the rate is less than that paid by competing and connecting lines, and they pray that the receiver be directed to continue in force the contract under which they were working at the time the receiver was appointed, subject to such modifications and changes as may be made by the order of the court. They annex a copy of this contract.

The receiver answers :

1. That the Grand National Brotherhood of Locomotive Engineers is not incorporated, and that many of its rules and regulations which have a bearing upon any contract its members might make, are withheld from the public. This places him at a disadvantage and renders uncertain the attitude of the brotherhood in any difficulty which might arise in connection with the contract.

2. That a number of the locomotive engineers employed by him are not members of the brotherhood and that it is not proper for him to contract in this way with certain employes, while others are employed without such a contract.

3. That such a contract renders it impossible for the officers charged with the operation of the property to have such freedom in its administration as is necessary to its prompt and efficient management.

4. As a common carrier the railroad under his control is liable for damages which may result from the disorganization of its service. That the Brotherhood of Locomotive Engineers is bound by secret obligations to withdraw from the service of railroad companies in a body, causing great damage.

5. That he should be at full liberty to select the best men and means of managing the business without regard to organizations of any kind. That his superintendent has prepared a proper schedule of wages and conditions for the employment of engineers and firemen, a copy of which is attached.

6. If he should contract with the brotherhood, it would be holding out a premium for his employes to become members of that order, which respondent states is not to the interest of his trust. That the brotherhood renders it impossible for the officers of the railroad to come into direct contact with the employes and prevents such free intercourse as is necessary to good and efficient service. That no contracts have been entered into with the Order of Railway Conductors and the Brotherhood of Locomotive Firemen, and that he has had no difficulty with the conductors and firemen. He denies that it is usual and customary for railroad companies of the United States to make such contracts with the Brotherhood of Locomotive Engineers.

It will be observed that much of the receiver's answer is an argument against the propriety and policy of contracts of any character between the officers of railway corporations and the representatives of labor organizations. The gravity and importance of the considerations thus presented are exceedingly great. The control under any circumstances, by the courts, of contracts between representatives of the immense values invested in corporations engaged in the public duty of transportation, and the laborers employed

in the same service, will doubtless appear to many as novel and dangerous. It is well, however, to consider if a proper provision, by appeal to the courts, in the frequent and destructive conflicts between organized capital and organized labor will not afford the simplest, most satisfactory and effective method for the settlement of such controversies. Is it not the only method by which the public, and indeed the parties themselves, can be protected from the inevitable hardship and loss which all must endure from the frequent recurring strikes? It will not be wise for those engaged with the maintenance of public order, to ignore the immensity of the changes in the relations of the employing, and the employed classes, occasioned by the phenomenal development of commerce and the prevalence of labor organizations. We are in this case directly concerned with a corporation, and a labor organization, and both engaged in railway transportation and in this department of industry, it is reported by the interstate commerce commission that there is invested in the United States \$9,829,475,015, or nearly eight times the entire national debt of the country. Last year the railroads transported 530,000,000 passengers, or more than eight times the entire population of the United States. The operatives employed by them number 784,000, and it is no trifling testimony to the faithfulness and efficiency of this mighty army of railroad employes, that of the vast population transported under their care, only 293, or less than one two-hundredths of one per cent. lost their lives. It is, moreover, true that no operatives of a railroad, more than the locomotive engineers, are charged with the preservation of life and property, and when we are advised by the proof that 32,000 of the locomotive engineers of the United States, more than 80 per cent., belong to the brotherhood, it is difficult to believe that their membership lessens the efficiency to employers or fidelity to their supreme duty to the public. But whether these facts and other facts equally well known and equally significant, will justify governmental control of contracts essential to the uninterrupted transportation of the country, in which the public is so vitally concerned, it is clear that where the property of railway and other corporations is being administered by a receiver, under the superintending power of a court of equity, it is competent for the court to adjust difficulties between the receiver and his employes, which in the absence of such adjustment would tend to injure the property and to defeat the purpose of the receivership. Indeed, the power of the court to direct a contract between its officers does not appear to be questioned. The power of the court has always, on proper occasions, been exercised to protect the properties from the damaging and unlawful results of a strike of the laborers in its employ.

In the case of the Telegraphers vs. Comer, receiver, supra, decided at this term, not yet reported, while this court, as above stated, was prevented by their own conduct from according to the petitioners the practical relief they sought, they were enjoined from any interference with the property, operations or employes of the receiver, and rules were issued against individuals who were charged with such offenses.

In re Higgins, 27 Federal Reporter, p. 444.

the learned circuit judge of this circuit, the Hon. Don A. Pardee, declared: "It is well settled law that whoever unlawfully interferes with property in the possession of a court is guilty of a contempt of that court, and I regard it as equally well settled that whoever unlawfully interferes with officers and agents of the court, in the full and complete possession and management of the property in the custody of the court is guilty of a contempt of court; and it is immaterial whether this unlawful interference comes in the way of actual violence or by intimidation and threats. The employés of the receivers, although *pro hac vice*, officers of the court, may quit their employment, as can employés of private parties or corporations, provided they do not thereby intentionally disable the property; but they must quit peaceably and decently. Where they combine and conspire to quit, with or without notice, with the object and intent of crippling the property or its operation, I have no doubt that they thereby commit a contempt; and all those who combine and conspire with employés to thus quit, or as officials of labor organizations, issue printed orders to quit, or to strike, with an intent to embarrass the court in administering the property, render themselves liable for contempt of court."

Certainly, it follows then that it is in the power of the court, in the interest of public order, and for the protection of the property under the control, to direct a suitable arrangement with its employés or officers, to provide compensation and conditions of their employment and to avoid, if possible, an interruption of their labor and duty, which will be disastrous to the trust, injurious to the property. There is no reason why the receivership in this respect should be conducted in a manner differing from the large preponderance of the successful and prosperous railroads of the country. It appears from the proof that about 90 per cent. of the railroads of the United States make contracts or schedules of rates and regulations for the employment of their operatives, which are agreed to by the representatives of both the parties, and which serve for the guidance of all while they remain in force. Many of these contracts or schedules are in evidence. We are satisfied from these facts that such arrangements under proper restrictions are praiseworthy and beneficial to both parties, and we therefore shall not longer hesitate to direct the receiver to enter into an appropriate contract or schedule of rates and regulations with the engineers. This contract, however, will not be restricted to members of the Brotherhood of Locomotive Engineers, although membership of that order is and will be no disqualification to service on railroads under the control of this court so long as the rules and regulations of the order are treated as subordinate to the law of the land. The contract will comprehend all engineers employed by the receiver, whether members or non-members of the brotherhood.

This brings us to the consideration, first, what is an appropriate contract, and secondly, whether there is anything in the rules and regulations of the brotherhood and its relations to these properties which is inconsistent with the law, and which would make it improper for the court to place its receiver in a position where, in his exigent duty to carry on the business of transportation, for which the railroad was chartered by the state, he

may find himself in the power of an organized body of his operatives who will be able to paralyze the operations of the properties. The appropriateness of the contract depends solely upon the arrangement of details. There is no difference between the engineers and the receiver upon the question of compensation. There is an apparent dispute about the effect of seniority of service of an engineer as affecting promotion. The court will provide, however, that where merit and ability are equal, that seniority of service shall prevail, and will arrange a fair tribunal for the purpose of testing the merit and ability of various candidates for promotion, with the privilege of either party in cases not reconcilable to appeal to the court. There are other instances of minor disagreement, which the court will take time to adjust, and to perfect the agreement.

We have noted with unaffected gratification the repeated statements made in judicio by the engineers and their council that they will accept as final and satisfactory of every difference, the conclusions and decisions of the court. The receiver has also expressed more than once his purpose to abide by the decision. This submission, so unlike the violent and irrational course pursued by either party, as their interests might prompt and without the slightest regard to the rights of the public, in many conflicts between what is popularly called "capital and labor," is considerate, judicious and strongly argues that the engineers who are before the court are good citizens and indeed patriots who respect and confide in the constituted authorities of their country. Fortunate indeed will it be for our country, if future differences of a similar character may be settled by a method so simple and so safe. This submission of the engineers applies as well to the remaining and the most important difference between the parties, and that is the effect upon the duty to the court and to the property of the rule of the brotherhood, which is understood by the court to be as follows:

12. That hereafter when an issue has been sustained by the grand chief and carried into effect by the Brotherhood of Locomotive Engineers, it shall be recognized as a violation of obligation if a member of the Brotherhood of Locomotive Engineers, who may be employed on a railroad run in connection with or adjacent to said road, to handle the property belonging to said railroad or system in any way that may benefit said company with which the Brotherhood of Locomotive Engineers are at issue, until the grievances or issues of difference, of any nature or kind, have been amicably adjusted.

This rule is understood to have been adopted by the brotherhood in Denver three years ago. In his testimony Mr. A. B. Youngson, assistant chief engineer, frankly admitted that the effect of this rule as applied to properties in the hands of the receiver and the engineers in his employ, would be as follows: If, in the pursuance of the business of a common carrier, with which the receiver is charged, it should become necessary to convey over the lines of the Central Railroad a car belonging to a railroad company on which there was a strike of the engineers, that it would be the duty of the brotherhood men in the employ of the receiver to refuse to haul the train containing such car, and if the officers of the road insisted that the car should proceed, loyalty

to the brotherhood required that the engineer should at once resign his station and abandon his duty. "He might," he stated, "if he thought proper, carry the train to the terminal point."

An illustration of the effect of this rule is afforded by the evidence. A strike was recently pending on the Savannah, Americus and Montgomery railroad, which runs in connection and is adjacent to the Central. Engineer Arden, of the Brotherhood of Locomotive Engineers, in the employ of the receiver, was directed to carry a car of the Savannah, Americus and Montgomery road between two stations on the Central railroad. He declined to do so, and was at once discharged. A committee of the brotherhood have insisted upon his reinstatement. This the receiver has refused, and it is certain that but for the pendency of the proceedings now under consideration by the court there would be, as a result of Engineer Arden's construction of his duty and the receiver's action, a strike of the engineers upon every line of the Central, with all the calamitous results to the public, to the road and to the engineers which would inevitably ensue. The receiver relies upon this as the main and controlling reason why he should not be required to enter into a contract with the brotherhood, when this rule 12th of the brotherhood will necessarily be written into the contract. Now, there cannot be a doubt that this rule of the brotherhood is in direct and positive violation of the laws of the land, and no court, state or federal, could hesitate for a moment so to declare it.

It is plainly a rule or agreement in restraint of trade or commerce. Section 1 of the act of July 2, 1890, known as the Sherman anti-trust law, provides: "Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several states, or with foreign nations, is hereby declared to be illegal.

"Every person who shall make any such contract or engage in any such combination or conspiracy, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court."

Section 7 of the act of Feb. 4, 1887, provides: "That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, express or implied, to prevent, by change of time schedule, carriage in different cars, or by other means or device, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one of continuous carriage from the place of shipment to the place of destination, unless such break, stoppage or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act."

Section 8 of the same act provides: "That in case any common carrier subject to the provisions of this act shall do, cause to be done or permit to be done any act, matter or thing in this act prohibited or declared to be unlawful, or shall omit

to do any act, matter or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damage sustained in consequence of any such violation of the provisions of this act, together with a reasonable council or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fees shall be taxed and collected as a part of the costs in the case."

The inter-state commerce law, as amended by the act of congress of March 2, 1889, provides:

"Section 3. (a.) *Under Preference*—That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

"(a.) *Facilities for Interchange of Traffic*—Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines, but this shall not be construed as requiring any common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

"Section 10. *Penalties for Violation of the Act*—That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent or person acting for or employed by such corporation, who, alone, or with any other corporation, company, person or party, shall wilfully do or cause to be done, any act, matter or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or who shall wilfully omit or fail to do any act, matter or thing in this act required to be done, not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof, in any district court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed \$5,000 for each offense.

"Provided, That if the offense for which any person shall be convicted as aforesaid shall be an unlawful discrimination in rates, fares or charges for the transportation of passengers or property, such persons shall in addition to the fine hereinbefore provided for, be liable to imprisonment in the penitentiary for a term of not exceeding two years, or both, such fine and imprisonment in the discretion of the court."

The laws of the United States, section 5440, of the revised statutes, provide: "If two or more persons conspire either to commit any offense against the, or to defraud the United States in any manner or for any purpose, and one or more of such parties do any act to effect

the object of conspiracy, all the parties to such conspiracy shall be liable to a penalty of not less than \$1,000 and not more than \$10,000, and to imprisonment not more than two years."

A combination of persons without regard to their occupation, which will have the effect to defeat the provisions of the interstate commerce law inhibiting discriminations in the transportation of freight and passengers, will be obnoxious to the severe penalties of these statutes.

Now, it is true that in any conceivable strike upon the transportation lines of this country, whether main lines or branch roads, there be interference with interstate or foreign commerce. This will be true also of strikes upon telegraph lines, for the exchange of telegraphic messages between people of different states is interstate commerce. In the presence of these statutes, which we have recited, and in view of the intimate interchange of commodities between people of several states of the union, it will be practically impossible hereafter for a body of men to combine to hinder and delay the work of the transportation company without becoming obnoxious to the provisions of these statutes, and a combination or agreement of railroad officials or other representatives of capital with the same effect will be equally under the ban of the penal statutes. It follows, therefore, that a strike or "boycott," as it is popularly called, if they were ever effective, can be so no longer. Organized labor, when injustice has been done or threatened to its membership, will find its useful and valuable mission in presenting to the courts of the country a strong and resolute protest and a petition for redress against unlawful trusts and combinations which would do unlawful wrong to it. Its membership need not doubt that their counsel will be heard, nor that speedy and exact justice will be administered wherever the courts have jurisdiction. It will follow, therefore that in all such controversies, that it will be competent, as we have done in this case, for the courts to preserve the present rights of the operatives to spare them hardship, and at the same time to spare to the public the unmerited hardship which it has suffered from such conflicts in the past. It will be also found that by such methods organized labor will be spared much of the antagonism which it now encounters, and in its appeal to the courts it will have the sympathy of thousands, where in its strikes it has their opposition and resentment.

But, if there were no statutory enactments upon the subject, no court of equity could justifiably direct its receiver to enter into a contract with a body of men who hold themselves bound to repudiate their contract and disregard a grave public duty, because of a real or alleged grievance, which some other person or corporation, not a party to the contract, inflicts, or is alleged to inflict not upon a party to the contract, but upon somebody else. To compel the receiver to do this would be monstrous. The receiver may be wholly just, considerate, humane and even indulgent to the engineers in his employ. They may with reason regard him not only as their kindly employer but as their friend. The people of Georgia may have afforded to them every needed evidence of sympathy, their compensation may be ample, their future as bright as is possible for intelligent, energetic and courageous manhood, and yet, because of a difficulty, with or without cause,

which originates in Maine or Minnesota, they will abandon the service of their kind employer and forego the realization of their own hopeful anticipations, and bring dismay, and it may be, ruin, upon the kind and sympathetic people among whom they live. This is almost the inevitable consequence of this rule. It is in evidence, and is generally known, that almost the entire business of transportation of freight is carried on in cars which, without breaking the bulk of their freight, are forwarded from one railroad to another. This is an absolute necessity. The interests of the public and the economies of cheap and rapid transit demand it. There are one million and two hundred thousand cars upon the railroads of the United States. There are one hundred and sixty-eight thousand four hundred and two miles of railroad, or more than seven cars per mile. The Central railroad according to the recent report of the superintendent, has less than two cars per mile.

It is therefore indispensable that it should use the cars of other lines, but if it were otherwise, it would be impossible under the present system, to deny to the cars and freight of other lines transit over the lines of the Central without violation of the law. The receiver cannot violate the law and the engineers cannot compel him to do so, without themselves becoming obnoxious to the criminal statutes. And the court does not doubt, from their bearing and testimony in this case that they only needed to be advised of these facts, when they will immediately recede from the unlawful and most dangerous attitude, in which this rule has placed them. It is, indeed, a rule which more than all others has given strength and comfort to the enemies of organized labor. It is true, however, that the learned counsel for the petitioners, when his attention has been called by the court to the insuperable difficulty in the way of a mutually beneficial contract presented by this rule, while insisting that it ought not to stand in the way of a contract, hastened to afford additional evidence of the good faith of his clients, by stating unreservedly upon this as upon all subjects, they were willing and anxious to take the direction of the court. This declaration is authoritative and the court will act upon it. It is binding upon the engineers of the brotherhood, who are officers of the receiver, and who were represented by the committee and their assistant chief engineer, Mr. Youngston, all of whom were in the presence of the court when it was made. It is accepted as made, in good faith and as a condition of the contract which the court will direct the receiver to make. While, therefore, any engineer may, at any time, exercise his right as an individual to leave the service of the receiver, he may not do so in such a manner as to injure the properties or impede its proper management by the receiver.

In case of any issue with the management in which the brotherhood or its members are concerned, and the members in the employ of the receiver, shall desire to leave his service in a body or otherwise in such manner as may in any way impede the operations of the road, they will be required to do so upon such terms and conditions as the court may think proper for the protection of the interest of the property and the maintenance of justice and fair play to all concerned. In the meantime, the old contract will remain of

force, always under the general operation of this decision with reference to Rule 12 of the brotherhood, until the terms of the new contract are definitely settled by the court. And it will be specially directed that no engineer or other person in the employ of the Central railroad shall be discharged or in any way injured in his station on account of this proceeding or any step taken in its inception or advocacy.

#### THE ARDEN CASE.

The case of Engineer Arden, of the Central railroad, who was removed for refusing to haul "Sam" cars when there was a strike on that road, has not yet been formally brought to the attention of Judge Speer, though it is probable application will be made for his reinstatement at an early date.

It is possible that Judge Speer will make an amicable settlement of the matter without resorting to trial. His decision to-day in reference to the engineers' boycott rule practically governs Arden's matter. He will doubtless be reinstated since, in his refusal to haul the "Sam" car he was only acting in loyalty to the brotherhood and not knowing that the boycott rule was in conflict with the law of the land.

In the light of Judge Speer's decision, and in view of General Superintendent Wadley's alleged remarks, the inquiry now is very general, "Will Superintendent Wadley resign?"

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#### Federation.

BY C. E. TYLER.

In the few lines which shall follow, I will endeavor to give expression to a few thoughts with reference to what I believe to be one of the most important measures ever brought before us as an organization for our consideration. And although in these crude expressions I may fail to accomplish any good results to the Order, or to benefit any member as an individual, yet I hope to be able to make plain to you the standpoint from which I write, and also give convincing evidence that my standpoint is one well taken.

My subject is that of federation. While my limited knowledge will not enable me to begin with the early history of our Order, and give its working in detail from the organization up to the present time, yet I must ask you to go back with me for a few moments to the 6th day of July, in the year 1868, when at Mendota, Ill., a little band of railway conductors assembled, and organized what was afterwards known as the Conductors' Brotherhood.

At that time there were but one or two organizations in existence among railway employes, and none, to offer a helping hand, nor to say to this new born enterprise, "You are weak, but we are

strong, and our strength shall be your support;" but, on the contrary, their pathway was beset with obstacles, and on every hand they were attended by adverse circumstances, until, after having struggled along for a few years, they were unable to longer withstand the oppression and eventually died out, and became to all appearances a thing of the past. But this was not to be the end, and the roots which had spread out from the seed sown on that day at Mendota, were only taking a deeper hold, to spring forth at some future time in a full and complete newness of life. And so it proved that a few years later, the plant that seemingly had withered and died, again sprang forth and began to grow and flourish, until it finally developed into a new and more complete organization, which is now known as the Order of Railway Conductors.

It would be useless here for me to try to follow in detail its record from the time of its organization until now, but suffice to say that its progress has been onward and upward, until we stand to-day, where we can look back and point with pride to the grand structure which is founded and built upon the principles of Truth, Industry, and Sobriety. While other organizations may out number us, and in some respects their strength may be greater than ours, yet I believe I say but the truth when I venture the assertion, that in point of influence and public esteem we stand second to no other railway organization in existence.

But now, concerning federation. For the past few years this question has been agitated and discussed, and various methods have been devised and considered, for the purpose of combining all or nearly all railway organizations into one vast consolidated body, with sufficient strength to successfully cope with railway corporations upon all matters in which each might be interested as opposing factions. Of late years other organizations have been knocking at our doors seeking our co-operation in forming such an alliance, until, although we have not been a leading spirit in the move, yet the influence which has been brought to bear upon us has been such that to a certain extent we have been led to add encouragement to the enterprise. As yet, and I believe fortunately so, no decisive action has been taken, and no definite plan has been formed upon which successfully to formulate such an organization. So, for the present, let us stop to consider what beneficial results, if any, could we as an organization hope to obtain by becoming a party to an alliance of this kind. In the first place, let us consider the all absorbing question of the conductor's salary—and ask ourselves this question: Could we,

by federation and coercion, accomplished more than has been accomplished during the past few years by methods agreeable to both employer and employé? If so, I must leave this part of the subject for someone more enlightened than I to explain, for to-day we can let our minds revert back over but a few years and call to mind the names of many different railway companies upon whose lines the conductor's salary has been increased from fifteen to twenty-five and even thirty per cent., and with indications as good or better than at any time in the past that other lines are to follow their example, until the increase will become almost general on all lines of railways throughout our country. Now, Brothers, how have these results been accomplished? Can we point to them as being obtained by assuming an aggressive attitude and making a formal demand, accompanied by a threat to strike as a result of being refused? Can we credit any portion of it to an alliance with other organizations, thus increasing our strength, until our demands have been complied with through fear? I answer no. But it has been brought about by conferring with our employers, face to face, and as man to man. Sometimes with the co-operation of our grand officers, sometimes without, but at all times presenting our requests in a clear, logical form, and in such a manner that no feeling of strife has been engendered, and satisfactory adjustments have been reached, leaving a feeling of harmony prevailing between employer and employé. Can we improve upon the record by federation? If not, then why federate and thus destroy the agreeable methods which we have ever employed in the progressive past?

Having briefly referred to the financial portion of our subject, allow me to invite your attention to another feature of almost equal importance, and one which we should carefully consider before lending our influence to the formation of a federation, either system or national. For years past we have been laboring zealously and earnestly and using all honorable influence to so elevate the position of conductors that our calling might be recognized by those with whom we have directly to deal. Not merely as an occupation whose rise and fall is not worthy of their consideration, but as a profession, that when once attained can be relied upon the same as other classes of professions—to serve as a source of livelihood as long as we may desire to employ it to that end. In other words, the object has been to reach that point that when once we have become competent and have been promoted to the position of a conductor, it shall not be necessary when unfortunately dismissed from the service of

one corporation to return again to the starting point of our railroad career and engage with another company at the brakewheel; to once more pass through the experiences of the past; take up the same duties and learn again the same lessons which once we have mastered by years of hardships, of dangers, and of perilous toil. As yet we are not in position to claim that we have accomplished any definite results. But were we to say that no progress has been made, and that there are no indications that we shall one day see our efforts crowned with success, we would be leaving unwritten an important part of our letter, and also do injustice to the labor performed and to those who performed have it. You ask where is any indication that we are nearing the desired objective point. The answer is briefly this:

Looking back to the time when the position of the conductor was first found to be a necessary one, and following along down the line until we reach the present time, it has been necessary, generally speaking, after having once been placed in charge of a train, but through misfortune having lost the position, that we should go back again to the foot of the ladder and once more begin, as it were, our railway life anew, and once more, round by round, slowly ascend the ladder of promotion. To a certain extent it is even the same to-day, yet not without some slight improvements, for at present not only are our own officers and members giving the matter close attention and deeper consideration, but likewise railway officials, with just recognition of the services of the conductor, are taking the matter up, and in many places are only awaiting the necessary developments when they will break the bonds of the system of age in service with which they have so long been fettered, and will then be in position when they can recognize us as conductors and place us in line, not for promotion from inferior positions, but to call us as conductors to fill vacancies as they occur in the ranks of men of our profession. Thus, my Brothers, the cloud which has so long hung like a pall over the position of the railway conductor is gradually revealing the silver lining, and I feel safe in making the assertion that ere long we shall see the time when our highest hopes shall be realized, and awake to the dawning of the morning when we can say once a conductor always a conductor.

But shall I cease writing without referring to the recognition which has already been accorded to members of our Order, and which of itself is sufficient proof that, as a class, we are looked upon as men of intelligence, ability and true conservatism? I refer to the fact that from among our members have been selected men to fill various

official positions, and although we find many of our members at the brake wheel, yet from that starting point, continuing step by step up the pathway of promotion, we find our organization represented in the different official branches of railway service, until we can point to the highest positions within the gift of such corporations, and find them occupied by men selected from the ranks of the Order of Railway Conductors. Is not this an indication of a prosperous future? Does it not add to our aspirations a ray of hope? Does it not give us the assurance that the past progress should encourage us to press forward? Yes, Brothers; and it does even more: it adds a link to the chain of evidence that the time will come when the profession of the conductor will be recognized as one of influence and importance, nearly or quite equal to that of a staff officer. Then let me once more ask the question, why should we federate?

Now, let us turn from the past and the future and consider directly the demands of the present.

We are now drawing close to the most critical period that has ever been reached within the history of railways or organizations of railway employees, and it is at present that our ears oftener than ever before catch the well known word "federation," and why is it? Is it because our welfare at this time depends upon an alliance with other powers? Is it that our prosperity, our success, or our very existence, is endangered by coming events? Or is it that others desire our co-operation to aid them in accomplishing certain objects which they may have in view? Ah, Brothers, I verily believe it is this.

Others have noted our past successful achievements and are jealous of our prosperity. They see before us a bright future, while a cloud overshadows theirs. They are groaning beneath a burden of imaginary grievances which they desire us to lift from their shoulders. They feel their inability to alone cope with the powers that be, and to that end desire our additional strength. In short, Brothers, they desire to make of us a wall of defense over which they may fight and win, while we receive all damaging results and the full condemnation. Then let us, in justice to ourselves, yet with due respect to all other organizations, decline to enter into any coalition which would thus tend to work an irreparable injury to the work which we have so long carried on unaided.

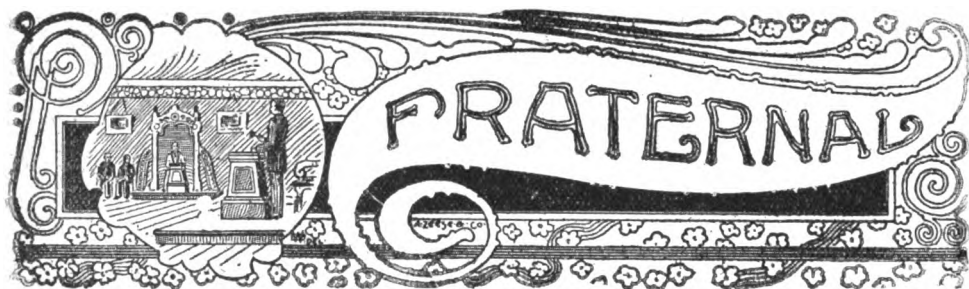
We are now approaching the time when the different railway lines are to be taxed to their greatest capacity to accommodate the vast traffic about to begin to move. Our officers will also be burdened to their utmost powers of endurance in devising means by which to meet sudden emergencies as they shall arise during the coming try-

ing times, and upon us will devolve duties from which we cannot well depart, for not only will our own people from all parts of these United States be moving as one vast sea of humanity, but multitudes of foreigners will also visit our country to witness a greater and grander exhibition than has ever before taken place in the history of the known world. And herein lies an important part of the work which is before us, for upon us to a great extent depends the results as to whether their visit to our land shall be one of pleasure or whether it shall be filled with unpleasant features, such as dangers and delays which are the common results of strife between railway companies and their employees. As an organization, the Order of Railway Conductors is known throughout the United States, in Canada, and parts of Mexico, and our lives and conduct, as men and as citizens, are generally known, but not so to the many foreigners who shall cross the waters and come from the east and west to stand among us during the next six months. We have ever before been unknown to them; but, Brothers, for once we are to stand among representatives from every nation, and our lives are to be revealed to a certain extent to the eyes of the whole civilized world.

What, then, shall be our course to pursue? Shall we, by any voluntary act, place even the smallest impediment in the way of making their sojourn among us a time of pleasure, and by so doing bring down upon us an imprecation, which shall be repeated through all the earth? Shall we be instrumental in blocking the pathways of commerce, and thereby say to them that no freedom exists in the land whose praises have ever been sung as the land of the free? Shall we acknowledge to all mankind that we are an organization of dishonorable beings, whose sole object is to make all things work together for the accomplishment of certain selfish ends? Or shall we rather use our best endeavors to make their stay in America one long to be remembered on account of the generous provisions that have been made for their comfort and safety, and also on account of the kind treatment which in various ways will be ours to administer to them? By all means, Brothers, let us adopt this latter course, and by so doing prove our loyalty to our employers, in the service which we shall render them, our patriotism to our freedom-blessed country; our honor as men and citizens, and our fidelity to the principles which before the altar we have promised to uphold. Let us, then, lay aside every semblance of personal grievances and look only to the general welfare of all concerned in the great work to be done, and without doubt the organization or the individual who, through the coming months, shall prove to be the most loyal and to render the most efficient service, will in years to come receive a greater recompense of reward than that which might be gained by any number of years of contention and strife.

The two ways are open before us, and it is for us to decide as to whether we shall follow the pathway of old, which has proved to be one of success, or on the other hand, allow ourselves to be lured into one dark and unknown, which may prove to be a pathway of misfortune and retrogression.

Goodland, Kansas, April 7, 1893.



COLORADO SPRINGS Col., April 4, 1893.

*Editor Railway Conductor:*

An article in the March number of the CONDUCTOR, entitled "Our Home," from the pen of Bro. Coffin, is worthy of perusal. To have a home for indigent railroad men is a most laudable object. We have near this city a national home for indigent printers called the Childs-Drexel home, sustained, I believe, by donations from printers' unions about the country. Being privileged to visit the institution occasionally, I can but note the great benefit derived by the inmates from their home.

Now let our home be national in character and maintained by railroad men. I would not think it advisable to erect a home in any large city. I would think a home located in the country somewhere, away from the smoke, dust and turmoil, and where one thousand dollars would do more good than ten thousand expended in a city, would be far preferable, both financially and in the interests of health.

Let us get ten, fifteen or twenty acres of land in a good healthy region where there is pure water fresh air and which is accessible to railroads, and place our home on that land in charge of a good man and wife with a team of horses, an easy carriage, a few cows, a lot of hens, with garden patches for the inmates to while away time, which will be beneficial both physically and mentally. We would in a little time have a home self-sustaining, and where our brothers, who through different causes of adversity have failed to provide for the final winding up of their earthly career, can rest without becoming a public burden.

I would suggest that the matter be taken up by all railway organizations, a committee appointed from all lodges or divisions of the conductors, engineers, firemen, brakemen, switchmen, etc., an assessment of from 10 cents to one dollar, according to grades of pay, and in four to six months a home could be provided for railway employes that would not only be an ornament, but a monument to the energy, foresight and

care for one another feeling of railway men of the present day. Now, Brothers, as this matter is being ventilated anew, let us hear from others. Get the matter not only before the local divisions, but before the grand divisions of the different orders. Let the matter be urged on so that during the Columbian year we may provide a place that we can call our home.

Truly and in P. F.,

B. F. BALDWIN,

Div. 44, O. R. C.

JACKSONVILLE, Ill., April 11, 1893.

*Editor Railway Conductor.*

Although not a correspondent still I am a Brother and I wish to tell you of the "doings" on "The J. S. E. line." On Sunday last a special train was furnished to the conductors of this line to attend the regular meeting of Division 79, O. R. C., at Peoria, at which the following named J. S. E. conductors were made full fledged members of the O. R. C.: John Keemer, John Taylor, George McGregor, Sidney Sutton, Elmer Jones, Bobby Barrick, C. E. Ferguson, C. W. Crosby.

The party was chaperoned by S. W. Burbridge and H. H. Cole. The train was pulled by engine No. 1, James Whitlock, engineer, and Sidney Sutton, conductor. The train was furnished by Train Master F. A. Dunn, free of charge, the conductor and engineer both giving their services free of charge. Master of Transportation F. L. Tompkins accompanied us by invitation both ways, and by his ever courteous ways made the trip a pleasure to all concerned. And in connection, let me say that I don't think there is a road in America where there is a better feeling existing between employer and employes than on the J. S. E. Line. We were cordially received and royally entertained at Peoria by Division 79. It was a trip long to be remembered, and enjoyed by all. Bros. C. C. Packer and Alex Frazier, of Beardstown, were guests of the special. Also C. E. Craven, of Jacksonville, and John Rutter, of Pekin.

Yours in P. F.,

"CONDUCTOR."

WILKES-BARRE, Pa., April 7, 1893.

*Editor Railway Conductor:*

Please allow me space in the CONDUCTOR to thank you for favors shown in the March number. I was very much pleased to find that the few lines I sent you for publication were not thrown in the waste basket. But I would like to have seen a date or the name of the division over the piece I sent you about the entertainment and supper given by Springer Division No. 20, L. A. to O. R. C., for as it appeared in the CONDUCTOR no one could tell where it was held or what division held it.

Now, dear editor, a word about the clerks in the office of the G. S. & T. In his last circular a Brother of Division No. 160 was reported suspended for non-payment of assessment No. 4 to the protective fund, when he held a receipt from Bro. Daniels for payment of same. Now I think any one is liable to error, but this is a case where great pains should be taken, as those circulars are read in every division of the order, and this Brother, (in the eyes of every member of the order who heard the circular read) stood as a suspended member until whatever time the correction would be made and read in division from the next monthly circular. Now, dear editor, if you think the words spoken in this letter should not be published in the CONDUCTOR I will not be angry if you blot them out, but would like to see them appear as written.

A few words now about Division No. 160. We have changed our place of meeting from Osterhout hall to K. of P. hall, and we invite all visiting Brothers, when in our city on any of our meeting Sundays, to call on us, and we will entertain them as good as we know how.

It is with regret that I announce the resignation of Bro. T. H. Gerrity from the Order and Division No. 160. He resigned at our last meeting in March to engage in the wholesale liquor business with Bro. Wm. McNalley, of Mauch Chunk Division No. 153. As I said in my letter in the CONDUCTOR of March issue, I think the law should be so fixed that a good, faithful member (as Bro. Gerrity has been) would not be debarred from membership just because he engages in the business above mentioned. Bro. Gerrity's resignation was accepted by the division and every member wishes him and Bro. McNally success and prosperity in their new undertaking.

Now a word about some of the members.

Bro. Bennett is a good fellow to attend meetings when he is not working, and I assure you we miss him very much, as he is one of our greatest debaters. Bro. Hufford's time, and I might say

Bro. Marsden's, are taken up in caring for the little ones, but then they get down to see us once in awhile. Bro. Keithline is always on hand, and it would be a surprise to see us hold one meeting without him, for since Division No. 160 was organized I do not know of his absence from one meeting. I cannot say this for Bro. John Keithline, but then, you know how it is, when you are looking for a running mate. John is looking for one and—well, he would rather meet her than us. Our Brothers from the D., L. & W. are fair attenders, as are our D. & H. Brothers. There are some Brothers from the C. R. R. at Mountain Top, though I don't think I could hardly remember their faces now, it is so long since I have seen them. But how can we expect them to come twelve or fifteen miles to lodge when we have members right in our city who pass our meeting room while we are in session and will not come in? (How about this Bro. John?) Why, I will leave it to Bro. J. R. B. if, at our last meeting, we did not have to put detectives out on the street to catch them and bring them in. Bros. Robert Kline and Jos. Ike, of Division No. 187, were visitors at our last meeting. They are two good Brothers and are always welcome to the rooms of division No. 160. Hoping you will give this letter space in the CONDUCTOR in preference to the waste basket,

I am yours in P. F.,

JAMES FINLEY,

C. C. & Cor. Wyoming Valley Division No. 160.

BENNETT, April 12, 1893.

*Editor Railway Conductor:*

I wish to take some of your valuable space to say a few words for Anchor Line Division No. 217. We have now a membership of fifty and three more on the list. We have twenty-six with lay-over at Bennett. Balance of members lay long the line and at the other end of the road. The Brothers have not been attending meetings as they should. I know it is very inconvenient for some, especially those on the northern division of the road and on the lake division, but I think their faces would be very welcome if they could come to meeting once in a long time. I knew of a Brother whose layover was fifty miles from the division room. He would have to leave home at 5 a. m. and return at 11:30 p. m., to get there. With all this you could see his face twice a month in the division room. Then why is it that Brothers living in the same place and a few miles from the division room, cannot be more prompt in attending meetings. Out of the twenty-six we should have twenty at every meeting, not saying anything of the Brothers who lay over along the

line of road. Some of our Brothers who have runs that bring them here Saturday evening and do not leave until Monday morning, should attend meetings more promptly. I think it is to the interest of every Brother to go to division meeting and hear what is being done, and not ask a Brother who has been there what went on. You will find in some cases, as soon as a Brother has a grievance that the company has not been doing the right thing with him, he will not take it to a lawyer, but to the division to which he belongs, which of course is proper; but at the same time, he should be a regular attendant at division meetings, not only when he has a grievance, but in time of calm. I hope in the future the Brothers of Division 217, will attend meetings more promptly than they have been doing. There is nothing which pleases our worthy chief more than to have a large attendance. You will always notice that he has a more pleasant look and the smile on his face would tell you he was very much pleased. Brothers, think of it. If you were in his place, I know you would not like to call division meetings to order with a small attendance. We have an A No. 1 chief, and one who takes a great interest in our welfare. Why can we not show our esteem for him by having a good attendance at meetings. The Order of Railway Conductors, I think, is one of the greatest orders among railroad men. See what it has done for you and me in the last two years. We have an agreement with the company that we would not have had it not been for the Order and Division 217, and why not keep the wheels rolling? We can only do this by attending meetings.

Our convention is drawing near and our delegates should be instructed in some matters by the whole division, but how can all Brothers have a voice in the matter when they are not there. I am sure our secretary can not put it in writing and send it to those who do not attend and ask them how they feel in regard to a question and take their vote. I am in hopes that something will be done at our next convention on non-attendance. Hoping that this will meet with your approval I remain,

Yours in P. F.,

J. C. H.

YOUNGSTOWN, O., April 8, 1893.

*Editor Railway Conductor:*

Youngstown Division, No. 270, not having been represented in the CONDUCTOR for some time, does not reflect an extra amount of credit upon our correspondent, and I think it high time for some one to wake up and make some kind of a showing, if only to let you know that we still

have a division here. A good one it is, too, I assure you. We have recently moved our place of meeting from the B. of R. T. hall to the Carpenters' hall in the same block, 23 West Federal Street. We have also changed our time of meeting to alternate Sundays and Wednesdays; at 2 p. m. Sunday and 7:30 p. m. Wednesday. Our division meeting has not lately been as well attended as it should be, though I think and hope from the number present at our last meeting that the Brothers are going to make an effort to attend oftener in the future. We should surely pay more attention to this matter and attend regularly if possible. To be successful we must be diligent and faithful to our duties, out of the division room as in it. Our order is what we make it. If we, individually, live and act in accordance with our obligation and statutes, we command the respect of all classes of people. The respect paid us as individuals gives us our influence and an order needs only influence to insure its success.

Business with us on the N. Y., P. & O. has been rushing. The Brothers are all making good time. We have quite a few changes. Bro. J. K. Orr was elected sheriff of Mahoning County and Bro. Wm. McCoy elected County Recorder. Bro. F. J. Phelps, yardmaster at New Castle, was transferred to the same position at Youngstown, made vacant by Bro. Orr being made sheriff. The place made vacant at New Castle was filled by Bro. P. Minnehan. Bro. Geo. Happer, one of our oldest and best-known conductors in the service, was elected on the Board of Education at the last election. He will fill it with credit to himself and to the Order. Bro. J. T. McGonnell, chairman of our grievance committee, has been very sick for some time, but we are glad to be able to report that he has so far recovered as to be on duty again.

This division sustained a loss of a faithful Brother by the death of Frank W. Feters, a conductor in the Erie yard, who died at the city hospital January 8th, from injuries received while on duty the night previous. Bro. Feters went in between an engine and a car to couple them and was caught and terribly squeezed, his hips being crushed in. He was taken to the hospital and an examination made by Road Surgeon Buechner showed that his injuries were of a fatal character, and that the only thing to be done was to make him as comfortable as possible until the end came. About four o'clock in the afternoon Dr. Buechner, in reply to a question, informed him as gently as possible that he could not recover. With a calmness that was remarkable, he quietly

answered, "I am prepared and ready to die." His faithful wife was with him until the end came. He leaves a wife and three bright children to mourn the loss of a kind husband and indulgent father. He was an experienced railroad man, having at one time run a passenger train on the Lake Erie, Alliance & Southern Railroad. The funeral was held on Thursday, Jan. 12. His remains were taken to Alliance, his former home, in a special car, in charge of the members of Division 270, and were laid to rest according to the ceremonies of the ritual of the Order..

It is with sorrow that it becomes my painful duty to report the death of the daughter of our Junior Conductor, Bro. Daniel Connel. The death of Miss Ann R. Connel has cast a shadow of sorrow and sadness over her large circle of acquaintances. The deceased was loved by all who knew her, and her companionship was highly prized by her many friends. She was a bright young lady, whose every aim seemed to be to make her friends happy. Her life was a ray of sunshine. She graduated from Rayen college with the class of 1891. According to a request made during her illness, the deceased was buried in her graduating costume. The funeral services were held from St. Columba's church, Friday morning, April 7th., and were very impressive. The afflicted Brother and family have the sincere and heartfelt sympathy of all who know them in their sad hour of deep sorrow.

Yours in P. F.  
J. M.

CINCINNATI, Ohio, March 29, 1893.

*Editor Railway Conductor:*

H. C. H. writes from Elmira, N. Y., under date of February 28, in reference to the liquor clause in the laws of the Order of Railway Conductors. I am not so well pleased with the move as he seems to be. I hope that no such a move will be taken, as he expresses it, to lay it in the grave with its mate, the strike clause, which was amended at Rochester. Now I do not see why a member of the O. R. C. will advise such a law as to allow a Brother to sell intoxicating liquors to a Brother and then go to the Division room and prefer charges against him for getting intoxicated. Why allow a Brother to pull another down and then kick him. For my part, I am no Prohibitionist, but when such a law as these Brothers propose is engrafted into our laws, I say then it is time to quit. Why it is ridiculous to think of such a move. We are an order who have had experience in such matters. Why, my division now has a member in the insane asylum from the use of liquor, and why should we encourage it by al-

lowing members to sell that which would be the cause of a Brother's downfall? I do not see how "H. C. H." can compare the liquor clause and the strike as being mates, as the strike clause is for the protection of all conductors, while the liquor clause is only to allow a few to sell that which is damning to those who are inclined to use it. And how many would take the vile stuff into their stomach to kill their brain just because Brother So and So was selling it? I am in favor of the clause just as it is, and as I have a vote in the Grand Division this time, when we meet in Toledo, Ohio, I shall vote to maintain the liquor law just as it is now. I do not want to create any bad feeling toward any Brother, but must say if a member has to sell liquor for a livelihood, let him withdraw from the Order. That should not deprive him of his friendship with his former associates. There is business transacted in our Division 181 which would benefit a man who sells liquor, as all our business is for conductors' benefit and not for saloons. It protects the conductor in other respects also, such as favors by Division cards. How would it sound for a member who is in good standing to hand you a division card, if properly filled, who is employed by keeping a saloon? Now I hope I have said nothing to offend any Brother, but hope to see this clause knocked out, and I think there are enough delegates of the same opinion as I am to maintain the law as it is.

Yours in P. F.,  
THOS. A. BROWN.  
Delegate Div. 181, to Toledo.

PORTLAND, Ore., April 7, 1893.

*Editor Railway Conductor:*

At a meeting held last December, in the hall of Mount Hood Division, for the election of officers, the undersigned took it upon himself to air his oratory, in seconding the nomination of one of our members for an important office.

The burst of eloquence so paralyzed the boys that they defeated the nominee, and just before closing the division they elected the eloquent orator (?) to the office of division correspondent. Truly, gratitude is like a two-edged sword, it cuts both ways.

Perhaps some of our Brothers imagine that the position of correspondent is a sinecure. Now, I don't happen to know from experience what a sinecure is, but I do know there is no such awful thing in my possession; and I think if there was I would be in the same fix that the Irish committeeman was with the Italian gondola; I wouldn't know how to play on it.

Having defined my position, I will turn to matters of greater interest.

Yesterday was a red letter day in the history of Mount Hood Division, it being the date of the first visit of our A. G. C. to Portland.

A volunteer reception committee, consisting of Brothers Stewart, Hedrick, Poorman and Kemble, met Brother Wilkins at the Union depot. After introductions and handshaking all around, Brother Wilkins was shown all points of interest in and around the city.

At 1 o'clock p. m., a goodly number of the Brothers met in the hall of Mount Hood Division and after an informal talk on matters of general interest, the division was opened in due form, C. C. Sam Stewart, presiding.

Bro. Williams, in an interesting discourse, reviewed the past history, the present standing, and future prospects of the Order; and under the skillful questioning of Bro Hedrick, who "wanted to know, you know," many valuable points were made clear, and wise suggestions offered for the good of the Order.

From the division room to the banquet hall of the ever popular Hotel Portland, the procession wended its way, where "Mine Host" W. H. Barmore had prepared a repast fit for the gods. Thirty covers were laid and thirty appreciative individuals proceeded to do justice to the occasion. It was here the silent orators of the division got in their solid work.

Our heavyweight, Berkheimer, who might be aptly styled the rail tester of the narrow gauge, says he thinks the chairs in all banquet halls should be tested to a pressure of three hundred pounds, avordupois. I think, Tommy, that the sand board had a broken hanger.

All of our members who had the pleasure of meeting Bro. Wilkins, expressed themselves as highly pleased with his bearing, and his opinions upon leading questions.

Before closing will say a few words in regard to "Seniority." As President Cleveland has said, we are confronted with a condition, and not a theory. Enough has been said on the subject to enable any practicable man to form an opinion as to the desirability of "Seniority." So let us quit talking about it, and in the interest of our unemployed brothers, Act.

Yours in P. F.,  
L. W. CANADY, Div. 91.

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*Editor Railway Conductor:*

In honor of the champions of the car coupler bill, we desire to made commendable mention of those noble-hearted humanitarians. We are really glad in our hearts to know and realize that we have such men in this, "the land of the free and the home of the brave." They championed

to its final passage, and on the 3rd day of March, 1893, President Harrison placed his approving signature to the bill. 'Tis law making it obligatory that all railroad companies engaged in interstate commerce, equip their cars with safety brakes and automatic couplers, coupling automatically by impact—interchangeable. The legality of the coupler question has been settled. The practical is yet to be determined. What are the demands? What is required in the "bill?" What do the employes ask for? What do the traveling public expect and demand? What do the railroad companies desire? Echo answereth: "Safety to life and property in the employment and use of safe and efficient automatic couplers that will couple automatically by impact." What are the requirements? Do we want a coupler that will couple even, a thousand times by impact, automatically, and yet, ready to continue indefinitely? Do we want one that is interchangeable—center draught absolute? One that requires but once to be adjusted? One that is provided to couple to all other cars—self-guiding and self-reliant? One that does not require looking after clock works—crawling under cars and drawheads; no running after pins and other appliances—simply pull the pin, remove the coupling hook, insert another coupling half-link, push the cars together and the pin in the other drawhead drops and secures the coupling? Is this all we want? No! We want a coupler that the brakeman can uncouple from either side of the cars without going between. We want one that the engineer can uncouple from the engine in case of emergency—imminent danger to life and property. It is only rational that we do want such; for, this feature of itself places it far above commercial value—cannot be reckoned in dollars and cents. Do we want such a coupler—one that is practically a life and property protector? Again, it seems natural and rational that all parties concerned do want such a coupler; and the number runs into millions. Especially the railroad companies need such a coupler to protect their property. Do we want one that will not produce groaning and grinding in rounding curves, nor heavy binding friction on track rails; but, will swing 'round curves as freely as the old link and pin? We do! Do we want a coupler that is always adjusted, ready to couple and to be uncoupled, even, under heavy tension, by either the brakeman or engineer? Protection to Life and Property answers—affirmatively!

In conclusion. Mr. John Chestnut, of Martinsburg, W. Va., has the coupler (we think) that fills the bill legally and practically, comprehends all systems and types, and answereth all the re-

quirements in their completeness. He holds letters patent for the United States and Canada, which he proposes to sell either to corporate trunk railroad lines, or will sell the entire right for both countries at very reasonable figures for so valuable an invention. Parties looking for the best and cheapest may lose a golden opportunity by neglect to examine his model and get his prices.

WM. M. DARBY,

A. C. C. Div. 243.

SKYMOUR, Ind., April 20, 1893.

The time for our first biennial convention has almost arrived, and with many divisions of the Order but one more meeting will take place prior to the departure of the delegates, and it is important that all should improve the time. In this division there has been for some weeks a committee in existence whose duties it has been to receive any suggestions, or plans from the members as to the future interest of the members at large, they either approving or rejecting the propositions of each communicant, as their judgment suggests, their report to be made on last meeting day prior to the convention, and our delegate instructed accordingly. He will come loaded for bear, and while he is not of the blood and thunder kind he will come representing a class of men who have done thinking and not a little kicking, and who are always found ready to take a hand in anything that will better the condition—not only of members of the Order, but of oppressed railroad man in any capacity, regardless of the obligation he may bear. Thanks to all, to each and every member, are certainly due for the manner in which they have interested themselves in the concern of their division, and for the generous way they aided all who were needy that rightfully claimed aid at our hands. Just now we have two widows, together with their families of small children, who are daily struggling along trying to keep their little families together, that we are assisting in various ways, and until they are comfortably situated beyond the reach of want, these same honest, but hard-banded, rough sometimes, but always tender hearted men will be found helping them. Perhaps we are more fortunate than many other divisions, but so far we have done our work alone, while we are constantly besieged with letters and circulars asking for aid for members of other divisions who have met with disaster when carrying no insurance. Is it right that those who are provident and at considerable expense are protecting their families should be so frequently drawn on to aid those who have had an equal chance and failed through indifference to provide for their own when in

health? The constant cry with members of organizations is "less expense" and a constant increase of it has a tendency to discourage many men and especially those who only make ordinary wages. We would love to see all the little ones in the wide world warmly clothed, housed and educated, but not at the sacrifice of the comfort of our own, for it is meagre enough generally among working men. We do want at the coming convention an ironclad obligation instituted in our ritual in our first degree that will forever bar out the possibility of members taking the place of any one in railway service without the consent of all interested. There are many other things not proper to mention in these columns that we have fondly set our hopes upon, but our delegate, Bro. B. F. Cunningham, will present them in proper shape. Our division is in good standing order. Our benefit department has been a success beyond our hopes. A neat little sum in treasury of both division and benefit departments. Arrangements are being made to run a special fast train over the O. & M. carrying delegates to connect with C. H. & D. train of same kind at Cincinnati. The C. C. of Division 107 and Bro. Stanton, of 301 are now arranging the preliminaries, having received promise of free train, etc., from the railway officials.

With best wishes to all, and a hope that none may ever relax their vigor in the least, in so worthy a cause as we all represent, I am until next month,

Yours in P. F.,

SKYMOUR DIV. NO. 301,

C. W. M.

*Editor Railway Conductor:*

The reasons advanced by the advocates of seniority, as regards promotions from brakemen to conductors on railroads, are almost all from the point of view of the individual who stands next for a train providing the seniority rule holds, but who may have to wait a little longer if it does not hold. Some few favor a percentage plan by which one conductor would be hired for every so many promoted, and other methods. I fear my opinion will shock those men, but I must say I can see no safety in any plan but one, and it is this: That no man be promoted to the position until after every conductor out of work has been provided with a position. And I would make no limitation or exception to this rule. It will of course be understood the man must be in good standing and have proven competent to fill the position.

Had this been done in the past, the hundreds now roaming over the country, looking for work as conductors and brakemen, would have work,

or would perhaps have never learned the business.

These men, all must acknowledge, are a source of great weakness to us, and as times become harder through decrease of business, many who follow other employment will be added to the list, making it extremely difficult to keep wages at a paying standard. A hungry man knows no law and recognizes no obligation. This may sound to some like croaking and borrowing trouble, but to those who remember twelve or thirteen years ago it will not appear so. The unprecedented long course of prosperity in railroad business, which commenced about 1878, is drawing to a close, and unless the present government does something wonderful for a political body, next year will see dull business on railroads in sympathy with dull business everywhere.

Have the men who advocate seniority, or who are favorable to the rule, ever given a thought to the result following on the strict carrying out of their fancy? Evidently not.

Have they realized the object of organization? They are like men who build with one hand and tear down with the other. Organization with us is principally for the purpose of obtaining sufficient wages with which to live in comfort, and, if possible, provide for the future when age or infirmity has unfitted us for following our usual avocation.

It has been found this could not be done without organization, as there could be no mutual understanding, no united action to counteract the mutual understanding and united action of capitalists who require our labor. They take it at the lowest market price. We therefore endeavor to corner the market by agreeing among ourselves to render the labor for no less than a given amount. In so far as we prove successful we have a monopoly.

The railway management has control of a line of transportation through a section of country. They do all things to prevent competition with their line, by legislation to prevent the building of parallel lines, near enough to take a share of what may be considered their traffic, by buying roads already built or prospected, and in other ways too numerous to mention.

When all other means have failed to prevent competition, the different lines enter into a pooling arrangement, combine their interests, divide the traffic and make uniform rates from competing points. In so far as these means prove successful they have a monopoly.

Now is not everything done in the power of railway managers to prevent the building of competing lines? Why should we not do all in our

power to prevent the making of an over supply of railroad men to compete with us? Do not the managers buy up competing lines or lines that could compete with them for traffic and reduce rates to obtain it? Why should not we endeavor to keep all trainmen employed who may lower wages to obtain employment when other means have failed. And lastly, since we have pooled our interests, let us fairly divide the proceeds and not everlastingly kick to have the youngest men thrown out of employment as soon as temporary slack of business reduces our income. The keenest business intellects of the times manage the railroads. We cannot therefore do better than copy their example as I have endeavored to illustrate in this letter. The action taken by the courts in connection with the Michigan and Ann Arbor strike should open our eyes to the fact that we are approaching a crisis in the affairs of labor organizations, especially on railroads. We must not blindly stand and allow ourselves to be crushed without making an effort to prevent it. The first step should be to concentrate our forces. That cannot be done while seniority rules.

Div. 47.

[What does 47 think would have been the result as affecting "seniority" if the license legislation, urged by us in 1887-8 had been obtained in the United States and Canada?—Ed.]

CHICAGO, Feb. 25, 1893.

*To the President and Board of Managers of the Brotherhood of Railroad Employees' Home:*

In presenting my report for the quarter ending the first day of February, 1893, it gives me much pleasure to record the increased interest manifested by the several railway organizations in the home for aged and disabled railroad men.

Many of the divisions have responded cheerfully to our appeal for financial aid, which has enabled me to place the home in a more comfortable position than it has heretofore enjoyed. I take this as giving promise of increased activity on the part of our friends in our behalf and look forward to a bright future for this noble institution. The last quarter has been fraught with much hard and aggressive work.

I have communicated twice with every division of each railroad organization in the United States and Canada. The personal correspondence in the interest of the home and *Journal* has been voluminous and I have been at work from early morning until late at night to keep pace with it and progress has been our reward.

I deemed it advisable, owing to unsuitability of the premises on Park Ave., to remove the home to more comfortable quarters, and am proud to say that the home as now situated is a charm. The

funds furnished us have been spent in making it so and the inmates are surrounded with every comfort, living happily together. The severity of the winter has necessarily increased the household expenses, but our new residence is so provided with conveniences that many expenses will in the future be reduced to a minimum. Our Brother Bangs remains in the same helpless condition as last reported three months ago. His patience in this great trial of life is wonderful to witness.

Brother Fish bears the weight of his 85 years with much grace, and Brother Nace enjoys his surroundings.

During the quarter I have made ninety professional visits to the home and have spent much time in personally arranging the new premises. As will be seen by the financial statement the *Journal* is steadily marching onward. Generous commendation of our efforts to make it readable and interesting is accorded us and I ask you, the board of managers, to aid me in its circulation until the proceeds accruing therefrom are more than enough to maintain the home.

We have been honored during the quarter by receiving into our board, two estimable, hard working, large hearted ladies, the record of whose life's work in other spheres, speaks for the energy and earnestness they have and will exhibit in helping us to make the Brotherhood of Railway Employes' home a national success.

I refer to Mrs. W. E. Hoyt, of St. Paul, Minn., and Mrs. C. P. Hodges, of Cleveland, O. At the same time it pains me to record the death of my dear wife, whose life was spent in the service of the home.

We have been required by Grand Chief Engineer of the B. of L. E., to produce the endorsement of the eleven divisions of the city of Chicago before he can recognize the home in any manner, also intimates after so doing he will only be too glad to do what he can for us.

I have written the several divisions to that effect without success, so finally have visited them personally and must say my reception was, without exception, cordially received, with a promise to visit the home and if found as represented would comply with my request.

March 6, 1893, I have five reports and six to hear from. All seem to be delighted with the surroundings and the management. In closing my report, permit me to submit the financial statement.

## STATEMENT OF QUARTER ENDING FEBRUARY 1, 1893.

## RECEIPTS.

Months.	Donations.	Journal.	Totals.
November.....	\$135 50	\$162 80	\$ 298 50
December.....	208 50	189 07	397 57
January.....	132 80	196 90	329 70
	<u>\$476 80</u>	<u>\$548 77</u>	<u>\$1025 57</u>

## EXPENDITURES.

	Nov	Dec.	Jan.	Totals,
Expense of home...\$	74 56	\$141 04	\$149 98	\$ 365 58
Expense of Journal.	199 21	238 36	210 11	647 68
	<u>\$273 77</u>	<u>\$379 40</u>	<u>\$360 09</u>	<u>\$1013 26</u>

## FINANCIAL STANDING FEB. 1, 1893.

## ASSETS.

Cash on hand.....	\$ 34 69
Receipts for quarter.....	1025 57
Per cent receivable for subscriptions.....	260 45
Per cent receivable for advertising.....	348 00
In hands of former treasurer...	54 59
Invoice of furniture.....	204 83
Deposit at P. O.....	10 00
	<u>\$1938 13</u>

## LIABILITIES.

Disbursements for quarter.....	\$1013 26
L. C. Mann.....	150 85
Hornstein Bros., printers.....	154 31
J. M. Kearney.....	1 40
L. M. Shephard.....	15
F. J. Griffin.....	45
Max Mueller.....	104 44
H. Schwall.....	33 87
Mrs. Harwood, matron.....	59 34
D. J. Delong, cash.....	49 63
A. N. Kellogg Newspaper Co..	327 50
Moore Bros., furniture.....	26 00
Wm. Andrew, clerk.....	12 50
Assets over liabilities.....	4 20

\$1938 13

Respectfully submitted,

FRANK M. INGALLS, Sec. &amp; Treas.

Brotherhood of Railway Employes' Home,

Chicago, Illinois.



*Union Labor Question—Injunction Against Boycotting.*

A temporary injunction was issued *ex parte* on a petition against P. M. Arthur, chief executive of the Brotherhood of Locomotive Engineers, to restrain him from issuing or promulgating, or continuing in force any rule or order of said brotherhood which will require any member thereof to refuse to handle or deliver any cars of freight in course of transportation from one state to another state, etc.

The court ruled that it had jurisdiction of the matters alleged by virtue of the inter-state commerce law, and by virtue of the provisions of the law alone; and further, that the court may enjoin the brotherhood from interfering with the rights of corporations, and when there is a wilful and unlawful invasion of plaintiff's right, the injury being a continuing one, a mandatory injunction may issue at once. Injunction granted.

*In Matter of Toledo, Ann Arbor, Etc., Railway Co. vs. Arthur*, U. S. C. C. N. D. Ohio, April, 1893,

*Note*—Another feature of this case, namely, the order and contempt of punishment therefor, the same court, by Ricks, J., held that an employé of a railway company *ie.* locomotive engineer, firemen, etc., have a right to quit the employ of the employer before entering upon a given trip or run, but after entering upon and proceeding in such run, has no legal right to quit his run on the ground that cars from a boycotted road are being placed in the train. In short, a trip entered upon must be completed, otherwise an employé may be adjudged in contempt. *Query*: When, where and at what time is it lawful for an employer (Ry. Co.) to discharge an employé.

*Receiver, Labor Contracts—Direction to Carry Out—Power of Courts to Arbitrate—Union and Non Union Employes.*

Upon a petition brought by the members of the *Brotherhood of Locomotive Engineers*, praying an order from the court directing the receiver of the Georgia Central Railway Co., to carry out contracts with the brotherhood which was in force when the receiver was appointed. The court held:

1. That the power of the court has always, on proper occasions, been exercised to protect the properties under its control from the damaging and unlawful results of a strike of the laborers and employes. Certainly it follows then that it is in the power of the court, in the interest of public order, and for the protection of the property under its control, to direct a suitable arrangement with its employes and officers to provide compensation and conditions of their employment and avoid, if possible, any interruption of their labor and duty, which will be disastrous to the trust and injurious to the public.

2. That there is no reason why the receiver in this respect should be conducted in a manner differing from the large preponderance of the successful and prosperous methods of the country. Many of these contracts, or schedules, are in evidence. We are satisfied, from these facts, that such arrangements, under proper restrictions, are praiseworthy and beneficial to both parties, and we therefore shall not longer hesitate to direct the receiver to enter into an appropriate contract or schedule of rates and regulations with the engineers.

3. That the contract, whatever it may be, shall not be restricted to members of the Brotherhood of Locomotive Engineers, although membership in such order is, and will be, no disqualification to service on railroads under the control of this court, so long as the rules and regulations of the order are treated as subordinate to the law of the land. Hence, the contract will comprehend all engineers employed by the receiver, whether members or non-members of the brotherhood.

*Brotherhood Locomotive Engineers, By R. W. Patterson vs. Receiver of the Georgia Central Ry. Co.* U. S. C. C. Ga., April 7th., 1893.

*Note*—This is believed to be the first instance where members of such an organization, have by concerted action, by petition, in an orderly way, sought the arbitrament of a court to settle a controversy relative to wages and a consideration of their employment. The gravity and importance of a court considering the propriety and policy of contracts of any character between the officers of a railway corporation and the representatives of a labor organization, are new and exceedingly

great. The control by the courts of contracts between representatives of immense values invested with corporations engaged in the public duty of transportation and the laborers employed in the same service, will doubtless appear to many, said the court, as novel and dangerous. A proper appeal to consider frequent and destructive conflicts between organized capital and organized labor may often afford the simplest and most satisfactory method of settlement in such controversies. It is not the only method, but doubtless the most effective and respecting method of protecting the interest of the public and the employes as well.

*Application for Membership—Material Representation—Failure to Disclose Immoral Conduct—Wife's Desertion—Lawful and Unlawful Widows—Rights of.*

On appeal, affirming the trial court judgment, the court

*Held*, That when an applicant for membership in a mutual benefit society falsely designates, in his application, the beneficiary named by him as his wife, it is neither a warranty nor a material representation, and does not relieve the society from liability on the certificate of membership to the beneficiary.

2. Nor does the fact that he failed to disclose misdeeds, wrong doings and immoral conduct of his past life operate as such a legal fraud upon the order as to justify it in refusing to pay his certificate to his beneficiary after accepting him as a member and collecting dues and assessments from him until his death, where the order does not depend upon him to inform it as to his moral qualifications.

3. When the laws of the order do not provide for the benefit to be paid primarily to the widow and designates as a class of beneficiaries those dependent upon the member, and one has deserted his wife and unlawfully married another woman, who entered into the marriage in good faith without knowledge of his previous marriage and bore him children, and who is designated as his beneficiary in the certificate, such woman, though not his lawful wife, is entitled to the benefit, as one dependent upon him as against his lawful wife or widow.

*Supreme Lodge A. O. U. W. et al. vs. Hutchinson*, Ind. App. Ct., March 30, 1893.

*Beneficiary Certificate—Failure To Pay Assessments—Reinstatement—False Representations.*

In an action to recover a benefit alleged to be due on a certificate of membership, the evidence showed that the insured failed to pay his assessments and went away. Afterwards he applied for reinstatement, thereby conceding his former failure to pay assessments.

He was subsequently reinstated, having paid his assessments. He died, as was reported, of quick consumption, shortly after his reinstatement, and thereupon the association instructed the subordinate branch of which he was a member, to set aside the reinstatement and refund the money which had been paid by him, which was done.

*Held*, (reversing the trial court which gave defendant judgment) that a reinstatement of insurance obtained by fraud or upon false and fraudulent representations will not be binding upon the insurer, but where, as in this case, such a showing was not made, the cause must be remanded for a new trial.

*G. L. A. O. U. W. vs. Crissey* Ills. App. Ct., March, 1893.

*Note*—The same court on the same day decided in the case of the above association vs. Jessee, that a failure of the insured to pay an assessment after having had due notice was a forfeiture of his rights, and there is no merit in a suit brought under such circumstances. The court also intimated that it was a matter of astonishment to know how a trial court could give plaintiff judgment under the evidence, and orders a reversal of such finding.

*What Constitutes a Waiver of Forfeiture—Assessments.*

1. Where a member of an insurance society is in default for non-payment of assessment, which by the rules of the society, forfeits his rights, the forfeiture is not waived by the fact that the society sent him a notice of the next assessment, and calling attention therein that the prior assessment remained unpaid.

2. Where it is shown that a large proportion of the assessments are accepted by a society after they are due, and it is claimed that a waiver of forfeiture should be implied therefrom, but no practice is shown of receiving past due assessments from sick members, such waiver does not extend to a member who was sick at the time his past due assessment was tendered to the society.

*Schmidt admrx. vs. Modern Woodman of America*, Wisc. S. C., Feb'y, 1893.

*Note*—The ruling upon the two questions presented in this case is of vast importance to the members of mutual benefit associations. It is hazardous to expect an insurance association to waive every rule and right that delinquent members may see fit to break. The habit of suffering one's self to become delinquent until sickness overtakes him and then hastily remit the amount praying for reinstatement, if necessary, is a habit of extreme danger and often results in the forfeiture of the right to the benefit. Prompt payment, in a legal sense, avoids all such risks and cannot be too earnestly observed by the membership.



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

### Decoration Day.

Written for THE CONDUCTOR.

It is well to strew the flowers,  
Where the empty caskets lie.  
It is well to feel the tear drops,  
As we pass in reverence by.  
It is well to praise the memory  
Of the brave and valiant host,  
Who, though battle raged about them,  
Ne'er deserted from their post.  
It is well to cherish fondly  
Words that fell from lips now dumb.  
Well to tell the solemn story  
Of their lives to those who come.  
Yet methinks they rest no sweeter  
For the flowers o'er soulless clay.  
Can they know and feel the sadness  
Marking Decoration Day?  
Hearts grow sad again with parting,  
Wounds once healed are pierced anew.  
Battles hushed, again are raging,  
Falls again the gray and blue.  
Peace, not sadness, was their mission.  
Joy, not sorrow, have they sought  
To bequeath to children's children  
From their battles bravely fought.  
Let no badge of mourning mingle  
With the blossoms and the green.  
Let no fun'ral not fall sadly,  
On the splendor of the scene.  
Let the banners float out grandly,  
Let the bugle sound be heard,  
Like the voice of risen saviors  
By the power of Heaven stirred.  
Let us sing but songs of gladness,  
Filled with thankfulness and praise,  
Let the joy of endless victory  
Mark our decoration days.

—A. D. H.

### An Open Letter.

O, writers realistic!  
Won't you, just to please a friend,  
Be not so pessimistic  
In the way your stories end?  
And can't you now and then contrive  
To let the lovers wed,  
Nor have the heroine arrive  
To find the hero dead?  
The fair appearing things of life  
Are not forever bad;  
And even in this vale of strife  
Are moments that are glad.  
O, can't you to your word of doubt,  
Admit a little flash  
Of sunshine, now and then, without  
Its going all to smash?  
Quit blasting every happy bud,  
Quit clouding every hour,  
Quit smearing all our gods with mud,  
Quit making sweet things sour!  
We're tired of repiners who  
Embitter every cup.  
Ring off! ye bilious whiners, do  
For pity's sake let up!

—Nixon Waterman, in *Detroit Free Press*.

### Woked Up Wight Out Of a Dweam.

It ain't helfy to woke little boys up so quick!  
Dey forgets w'ere dey is w'en you do,  
Cause deys sand in der eyes, and de winkers will  
stick,  
An' their thinkers is tangled up, too!  
An' de p'ace w'ere dey cuddles in bed is so wom,  
An' de pillers so comfy an' sof',  
'At I don't fink it's wight for nobody to come  
An' des pull all de comforters off!  
An' my pants won't come on; an' de worter's mos'  
fwcze;  
An' de towel's all starchy an' slick;

An' de oil-cloff's so cold 'at it fweezes my toes;  
 It's enough to make little boys sick !  
 An' you des' might a-leff me alone for aw'ile,  
 Till you heard dat dere bekfuss bell wing;  
 'Cause I des' was curled up in de comfiest pile,  
 An' dweamed in a dweam it was spwing!

Dey was cwocusses bloomin' along by de walks,  
 Punchin' little roun' noles in de leaves  
 W'ere dey comed pokin' frew on deir little gween  
 stalks,

Like a little boy's han's frew his sleeves.  
 Honey-bees was a-buzzin' aroun' evvyw're;  
 An' de peach-t'ee was all over pink;  
 An' it smelled des' so sof' an' so sweet in de air,  
 'At I des' was too happy to fink!

An' de little w'ite clouds des' went floatin' along;  
 An' de day was so pitty an' still  
 I could hear some one way off a-singin' a song,  
 An' de cowbells clink up on de hill,  
 An' de little bwook twickled down over de stone,  
 An' de bubbles went dancin' down stweam !  
 An' den—you forgetted to le' me alone;  
 An' it all was des' on'y a dweam !

—JACK BENNETT.

—•—  
 MARION, Ia., April 21, 1893.

To the individual members of the different divisions of the Ladies Auxiliary to the O. R. C., I wish to say I am now a "truly Sister," as the corresponding secretary's report of Gloria Division No. 38 will show. I am not only delighted with the institution of a division here, and the prospective pleasure in store for us all, but greatly rejoiced to have made the personal acquaintance of the estimable Sister, Mrs. C. P. Hodges, of Cleveland, O., (with whom I have for some time past enjoyed a correspondent acquaintanceship) as she was a guest of mine during her stay at Marion. Mesdames McLees, Johnson and Mills, of Des Moines, Ia., made an altogether too short stay with us, but we feel warranted in saying that they merit the good opinion they created while in our midst assisting Mrs. Hodges with her work of love. I have for some time greatly desired to become a member of the Ladies' Auxiliary, and am truly thankful to have at last been presented an opportunity of becoming one. And it is the unanimous verdict of all who have given voice to their opinion that "they find the Auxiliary perfectly lovely," "would not have missed it for a great deal," etc., are the expressions heard on all sides.

Our sister division, Columbia No. 37, has already shown us their kindly feeling, which I assure them is fully returned. The few hours we were permitted to spend at their first enter-

tainment bespeaks much mutual enjoyment. Long live the Auxiliary, and may the wives of the O. R. C. not yet acquainted with its benefits soon sound its praises with us.

EDITOR.

—•—  
*Editor Ladies' Department:*

At half past one o'clock yesterday afternoon a meeting was held in the O. R. C. hall, of this place, for the purpose of organizing a division of the Ladies' Auxiliary to the Order of Railway Conductors, which will be known as the Gloria Division No. 38, and inaugurates its existence with a membership of eleven. Amid an April snow storm we wended our way to the hall to see the wonder of wonders performed. Mrs. Hodges of Cleveland, O., organized the division, assisted by Mrs. Mills, Mrs. McLeas and Mrs. Johnson, of Des Moines. The following officers were elected: President, Mrs. A. W. Bell; vice president, Mrs. C. Hagerty; secretary and treasurer, Mrs. Chas. Hogland; senior sister, Mrs. E. Sutton; junior sister, Mrs. N. D. Hahn; guard, Mrs. Geo. Gilbert; chairman executive committee, Mrs. Anna Breinser; corresponding secretary, Mrs. Anna Eell; delegate, Mrs. N. D. Hahn; alternate, Mrs. A. W. Bell.

We were honored by the presence of a goodly number of the newly instituted division, Columbia No. 37, of Cedar Rapids, who contrary to the usual order of things, served luncheon to the newly initiated members and themselves, which was enjoyed by all the members of Gloria Division, especially those who were forced to take the car for home so early the evening before, leaving the gay, festive scenes in the K. P. hall, of Cedar Rapids, with much regret, where Columbia Division were enjoying their first entertainment as an Auxiliary. If the courage of all who braved the inopportune storm to engage in this new undertaking is prophetic of their future zeal, Gloria Division No. 38, although small in numbers, is sure to win for herself laurels.

MRS. ANNA BELL,  
 Cor. Sec'y.

—•—  
 BUTLER, Ind., April 13, 1893.

*Editor Ladies' Department:*

Friendship Div. No. 22, L. A. to O. R. C., held their annual election in December. Officers duly installed Jan. 5th.: President, Mrs. Andrew Little; vice president, Mrs. A. W. Barron; secretary and treasurer, Mrs. J. G. Ottman; senior sister, Mrs. Charles Sine; junior sister, Mrs. Jesse Craun; guard, Mrs. Frank Stauffer; chairman executive committee, Mrs. A. W. Barron; delegate to convention, Mrs. Frank Stauffer; alternate delegate, Mrs. C. Sine.

Our division has increased in number four this new year. We hope the good work will continue through the year.

Yours truly in T. F.,

MRS. A. D. WELLS.

Cor. Sec.

CLEVELAND, O., March 29, 1893.

*Editor Ladies' Department:*

Was I there? Well, I guess yes, I was took. Where? Well, Mrs. Editor, I will tell you all about it. Bethlehem Division No. 1, L. A. to O. R. C., celebrated their first anniversary at Army and Navy Hall, this city, March 21, with a fine literary and musical program and banquet. At 8:30 o'clock the president, Mrs. C. P. Hodges, on behalf of the ladies, welcomed their guests in a very neat address, which by request I here reproduce.

SISTERS, BROTHERS AND FRIENDS: It is with pleasure I greet you this evening, on this, the first anniversary of Bethlehem Division No. 1, Ladies' Auxiliary to the Order of Railway Conductors, and in behalf of my Sisters I extend to you all a most cordial greeting.

One year ago the 17th of this month our "auxiliary train" started out with thirty-three "passengers" on board, since which time our numbers have swelled to fifty-three. The actual number on board at present, however, is but forty-nine—one having ended her journey at "withdrawal station" and three with their "tickets" purchased (for initiation) never having yet boarded the train.

A goodly number of the "crew" of Cleveland Division No. 14 were also taken aboard on the evening of our departure, as doubtless many of you will remember, on their promise to keep "a solemn obligation and giving evidence of their ability to surmount an invisible obstacle, which necessitated an exhibition of their athletic attainments, Bro. Davidson in particular winning laurels worthy of note. This same Brother has the grateful thanks of the ladies for his untiring efforts in our behalf during the early stage of our journey, securing for our use on so acceptable terms, the beautiful lodge rooms, where twice every month we "side track," our train and receive fresh "orders" to go ahead.

The pleasant preparation for our journey and the joyful experience of our departure, has only been exceeded by the numerous happy incidents of a year's trip—as memories of the May party, the picnic in August, (which none, perhaps, more than myself have occasion to remember, the beautiful silver set constantly reminding me of the day and the gift), the Thanksgiving party and

the successful dime socials during the winter, all attest the enjoyments we have experienced. Our train is run as a "section" of "No. 14." In consequence our time has not dragged or been dull, the well meaning efforts of the Ladies' Auxiliary to companionably pass the time, being reciprocated and we believe appreciated by the Order of Railway Conductors.

Our object is to assist the Order in moral and social improvement and to aid their train over the "hill difficulty" in case of the disability of their "crew" or their inability to "push ahead" without assistance—and although a kind Providence has shielded all, so that the section of the train on which we travel has never yet been called on to contribute such aid, we most cheerfully and gladly would do all in our power to render assistance should the signal be given. We, however, responded to a call from the Brotherhood of Railway Employés' Home, of Chicago, Ill., contributing the amount collected at one of our "stops" (dime social), and also several subscriptions to the *Journal*, a sheet published in the interests of the home. Right here I will take occasion to say I believe this to be a most worthy charity in every respect, and hope that we may be privileged in assisting the same more generously in the future.

The generous and hearty support of No. 14 has secured to us a complete "equipment" and we are just becoming accustomed to our duties. All enter into our work with zest and energy, and should our assistance be required by the "train ahead" we are now prepared to act.

Our "motive power" consists in the mutual harmony of all on board, and we believe its strength and durability, combined with Divine guidance, will suffice to carry us the entire length of the road, and as our train rolls into "Anniversary Station" from year to year, we trust the same kind Providence, as heretofore, may preserve our ranks from death and disaster, and our numbers be greatly increased.

To-night in welcoming our friends we have prepared a modest program, which in a measure consists of our own efforts. We trust all will be disposed to charitably criticise.

Our numerous stations for "refreshments" have been liberally and sociably patronized, and this evening we have added a "dining car" to our train, to which a little later on all present are invited to repair and assist us in sampling its contents.

At the conclusion of the program, Brother J. F. Lahiff, Chief Conductor, in a few well chosen words, thanked the ladies on behalf of Division

14, for the very pleasant entertainment and the cordial welcome extended them. He then introduced Bro. John F. McVean, who surprised every one present by his knowledge of science and the Scriptures in a lengthy talk on these important subjects, concluding by presenting the ladies with an elegant Bible, which was a complete surprise, as was evidenced by the very "choked up" manner in which the president responded. Bro. Lahiff then made the "Last Call for De Dinna," when all repaired to the dining car. Here was the surprise of the evening. The long tables, handsomely decorated with flowers, were groaning under the weight of all the good things that go (via his stomach) to make man good natured. About two hundred sat down, and if I am any judge, the ladies were surely satisfied at the way the hungry conductors did justice to the contents of their addition to their auxiliary train. After every man, woman and child were filled to a degree of good nature, they again repaired to the hall and spent a most pleasant social hour, getting better acquainted and cementing more firmly the bond of "true and perpetual" friendship, which was forged together on the anvil of love one year ago and which has since grown stronger, and to-day the conductors and their families in Cleveland are one happy and united division, thanks to Bethlehem Division. God bless and prosper them in the earnest wish and prayer of Cleveland Division No. 14.

C. P. HODGES,  
Sec. 14.

CLEVELAND, O., April 26, 1893.

*Editor Ladies' Department:*

At your request I will endeavor to submit to the readers of this department a short report of a very pleasant trip I have just enjoyed in the interest of the Ladies' Auxiliary. On Saturday, April 15th, Sister James Carroll, the junior sister of Bethlehem Division No. 1, of Cleveland, and myself left for Baraboo, Wis., over different routes, meeting Sunday morning in Chicago, spending the day there and going on in the evening to Baraboo. We were met at the station by Mrs. A. W. Squires, president-elect of Madonna Div. No. 34, L. A. to O. R. C., where we were made happy and comfortable after our somewhat tiresome journey. Sister Carroll especially welcoming the rest and relief from sick headache.

Monday, April 17, we found ourselves at the hall in the presence of 16 ladies with a charter list of 27 names. After some preliminary work was attended to, an invitation was extended to the Brothers of Baraboo Div., then in session at another hall, to come over and see the installation

of officers, which they immediately accepted. After the officers of the new division were in their chairs, the president, Mrs. A. W. Squires, called on the gentlemen for remarks, to which they very readily and ably responded. All expressed themselves as highly pleased that their wives had taken this step and complimented us on the manner in which the ceremony had been conducted, which was gratifying to us.

The Sisters of this new division are to be congratulated on the hearty support which their husbands had evidently decided to give them, and on the other hand the O. R. C., of Baraboo, are also to be congratulated on the fine addition to their town which the L. A. will prove to be.

With Sister Carroll's assistance, which proved to be very efficient indeed, the organization of Madonna Div. No. 34 was duly completed, and most pleasant memories of the occasion will ever linger in our hearts.

From Baraboo Sister Carroll returned to Cleveland and I journeyed on alone to Cedar Rapids, Ia., where I was joined by Sisters Johnson, McLees and Mills, of Excelsior Div. No. 19, of Des Moines, Ia., Sister Watson, of Cedar Rapids, taking us in charge and looking after our welfare in a very sisterly manner indeed.

Wednesday, April 19, Columbia Div. No. 37, of Cedar Rapids, was duly instituted with the assistance of the Des Moines Sisters, with a charter list of 19 members. We found a very efficient corps of officers had been selected, and with the fine hall to work in, a very satisfactory meeting was held. All seemed interested and pleased with the work. A banquet was given in the evening preceded by a fine literary and musical program.

The cordiality of our reception was unmistakable, and the hearty support of the members of the O. R. C., was here demonstrated, as well as at Baraboo, Brothers E. E. Clark, G. C. C., and Wm. P. Daniels, G. S. & T. particularly exerting themselves to show us they are heart and hand with us in this work.

Thursday, in company with the Sisters from Des Moines and a large majority of the Sisters of the new division at Cedar Rapids, we took the car for Marion, where we were met by a delegation of the ladies, who escorted us to the hall where Gloria Div. No. 38 was duly organized.

The charter list here is very small, but if the large hearted ladies composing the division are any criterion to judge by, the division will be a prosperous one. After the day's duties were completed I bade the Des Moines and Cedar Rapids Sisters goodbye and accepted an invitation from Sister N. D. Hahn, junior sister of the last named division and editress of the Ladies'

Dept., to accompany her to her home. This visit I shall never forget as the time was so pleasantly passed that daylight of the following day found us still talking, (not about our neighbors, either.)

After spending a few days in Manchester, Ia., I returned to Cedar Rapids, Monday morning, April 24, and was the guest of Mrs. Wm. P. Daniels during the day, and my visit at this pleasant home will ever be a pleasant memory. We drove over to call on Mrs. E. E. Clark, spending a couple of hours very pleasantly in the afternoon. Mrs. Clark had been quite ill and assured me had she been well, I would have been her guest from the first.

I started for Cleveland Monday evening, arriving in Chicago Tuesday morning, April 25th, spending the day with Bro. J. M. Beeler and his excellent wife, who made my one day in Chicago an eventful one to me. We visited Bro. F. M. Ingalls, M. D., who is manager of the home for disabled and aged railroad men, and with him to guide us visited the home. This is indeed a grand work Bro. Ingalls is doing, although he modestly protests *he* is not doing it, but the different Orders who contribute their mite, as without their aid he could accomplish nothing. I could continue in praise of this most worthy work, but space forbids.

We visited many points of interest and finally took the "elevated" to the World's Fair grounds, but owing to lack of time a "birds' eye view" was all that was accomplished here. However it was a great pleasure and Mrs. Beeler has my thanks. She has assured me of her willingness to work for the Auxiliary in Chicago, as there is no division of the L. A. there yet.

I boarded a B. & O. train for Cleveland at 6:40 p. m., arriving safely Wednesday, April 26, at 8:20 a. m., and now I wish most heartily to thank all members of the O. R. C. who so kindly looked after our welfare whenever we presented our L. A. cards. I do not feel that I have journeyed among strangers at all, but with true brothers and sisters, whose aims are one, and as time rolls on may we all learn to practice the spirit of our motto—"Charity and True Friendship."

MRS. C. P. HODGES.

There is beauty all arrayed,  
When there's love at home.  
Smiling bright on every side  
When there's love at home.  
Hate and envy ne'er annoy  
When there's love at home.  
Peace and comfort, all is joy  
When there's love at home.

I heard these words sung many years ago when

I was but a child. But the sentiment of the song aided by the sweet voice of the singer made a lasting impression on my mind. Being naturally of a hasty temperament it has had a good chance to work good to myself and family. Love at home is almost sure to insure not only happiness within that charmed circle, but also without.

#### Sunday Musings On the Inner Man.

Oh, that we would look more to the inner man and less to outward appearances. When will the world at large learn the truth of Christ's words that "the kingdom of God (good) is within you." All good cometh from within, even the things of earth that we call good are the result of the inner vision. We see and then we create more or less perfectly, according to our ability to follow the inner thought. Those states of being we call evil also spring from "the within." Hate, envy, all forms of selfishness that sear the soul and breed discontent, come more from the absence of good thought rather than from intentional wrong. We take pains to feed the body with wholesome food, to clothe it with proper and clean garments, often forgetting in our struggles after perfection in this, to supply the inner man with any food at all, or if any, the worst kind. We often leave open the windows and doors of our inner house for the free entrance of any floating moral nuisance, and then fail even in our annual housecleaning. Cleanliness is a form of godliness, but it should extend down, farther than the outward person and abode.

#### "ONLY THOUGHT IT."

"I did not do the wrong thing, just thought about it. That did no harm." Are you sure? It is according to what the thought was and how it was entertained. We can liken bad thoughts to bad persons. They may come in unbidden, but we need not entertain them. We can use them in such a way that they will find no congeniality in our presence and will not venture near us again.

#### CAN WE GOVERN OUR THOUGHTS?

Yes, most decidedly, yes. But like an unruly child, if we have heretofore let our thoughts rule us we will have to exercise great patience and perseverance to rule them. It is well to begin, though, even though it be late in life. Murder, theft, suicide, immorality with all its greivous endings, are each and all the result of wrong thinking—continued wrong thinking. But is this the only bad result? Is there no harm to the person themself, even if it is never carried to the extreme end? Does a bad thought entertained leave pleasant conditions of mind? Are we not

either building or tearing down our future happiness?

TO HIM WHO OVERCOMETH

The crown is given. Try it. Overcome evil by putting good in its place and weigh the result. The crown awaits us here as well as beyond. We know after we have tried. Does chastity pay, or does unchastity? Look about for the conclusion. Look at the ruined homes, the early decay of womanhood and manhood for the reply. Does honesty pay, or does dishonesty? Look at the faces peering out from behind the prison bars. Faces that looked out once through postoffice windows, through bank windows, out of express and mail cars. Faces that not long since smiled across the tables into the responsive ones of wife and children. Perhaps it was for the sakes of those loved ones the check was forged or the money kept that rightfully belonged to another, that that face now looks out from the barred windows of jail or prison. You can find your answer there. Does dishonesty pay?

Does a hasty temper pay, or a reasonable mind? Look at the number of murders committed while in anger. Judge ye does it pay. "Oh that's a different thing, thinking and doing." Is it? The man or woman who falls into any of the aforementioned crimes "thought" the act. Thought little by little until they had yielded their souls and bodies to that one evil impulse. To him who overcometh the crown is given.

HOW TO OVERCOME.

Put *good thoughts* in the place of *bad ones* and *good deeds* are sure to follow. Does a thought of envy arise at the good fortune of someone else, match it with the generosity of the thought "I'm glad for them." Does anger stir the breast, straightway fill it with kind, loving thoughts. Does impurity venture in, ignore its presence and think the highest, purest thought you can command.

A Misspelled Tail.

A little buoy said, "Mother, deer,  
May I go out too play?

Theson is bright, the heir is clear,  
Owe, mother don't say neigh."

"Go fourth, my sun," the mother said,  
The ant said, "Take ewer slay,  
Your gneiss new sled, awl painted read,  
But dew not lose your weigh."

"Ah, know," he cried, and sought the street  
With hart so full of glee—  
The whether changed—and snow and sleet,  
And reign, fell steadily.

Threw snowdrifts grate, threw watery pool,  
He flue with mite and mane—  
Said he, "Though I wood walk by rule,  
I am not rite, 'tis plane.

"I'd like to meat sum kindly sole,  
For hear gnu dangers weight,  
And yonder stairs a treacherous whole—  
Two sloe has been my gate.

"A peace of bred, a nice hot stake,  
I'd chews, if I were home.  
This cruel fete my hart will brake,  
I love not thus to roam.

"I'm week and pail, I've mist my rode,"  
But here a carte came past,  
He and his sled were safely toad  
Back two his home at last.

—April St. Nicholas.

I often wonder if anyone else in this wide-world chafes under the custom of spelling as I do. Arithmetic, algebra, geography, and almost all other branches of our education are based on facts, on truths, but spelling, even with the "k" dropped off from music, and some other sensible omissions, is still governed by the law set down by some old time crank, who put "silent" and "double" letters into words at his own sweet will. The above "Misspelled Tail" is just as sensibly spelled after all, as though gauged by the modern dictionary.

Why should a letter have more than one sound? Why should silent letters be used at all? Why tax the coming generations' brains to memorize these uncalled for intricacies when there are so many other things of more importance to be learned. The "word method" taught now in our primary departments, and the brevity of the "short hand" spelling, may, herald the dawn of *common sense* in spelling. I hope so, anyway.

Do not lose courage by considering your own imperfections. but instantly set about remedying them.

The bread of life is love; the salt of life, work; the sweetness of life, poesy; the water of life, faith.

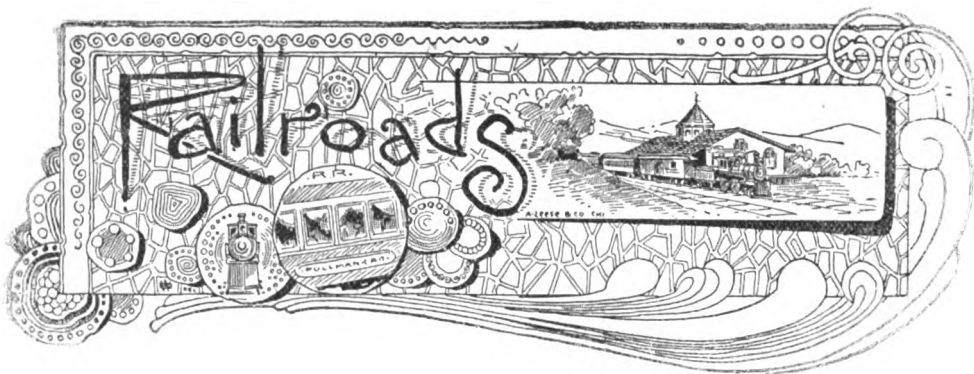
Training the hand and eye to do work well leads individuals to form correct habits in other respects.

We may laugh or weep at the madness of mankind; we have no right whatever to villify them.

From the knowledge of what you should not do, you may easily judge what you should do.

Whatever we may pretend, interest and vanity are the sources of most of our afflictions.

Trying to admire that which you do not like accumulates failure, and exhibits weakness.



## **SAN ANTONIO & ARANSAS PASS R. R.**

### **Memorandum of Agreement Entered Into With the O. of R. C. and B. of R. T.**

From and after the date hereinafter affixed, the following agreement shall exist between the San Antonio & Aransas Pass Railway, and the trainmen employed upon its line.

#### **ARTICLE I.**

There being no question of rates of pay or relative positions in service involved in the discussions resulting in this memorandum, it is agreed that all matters are to be considered settled upon old basis, except as added or amended by this agreement.

#### **ARTICLE II.**

There shall be no discrimination made against any employé in train service, on account of being a member of any of the different railway organizations, nor for serving on any committee of any order relating to train service.

#### **ARTICLE III.**

Every employé in train service shall understand that it is his privilege to make written appeal to the superintendent of transportation, or the general manager, whenever by promotion, reduction or assignment, he deems an injustice has been done him.

#### **ARTICLE IV.**

It is the policy of the company to promote freight conductors from freight brakemen, and passenger conductors from freight conductors. The rights to regular runs, and to promotion, shall be governed by merit and ability. Everything being equal, the man longest in continual service shall have preference, the superintendent of transportation to be the judge as to qualifications. Nothing in this article shall be construed as preventing the company from employing experienced men from other roads, when the good of the service requires it.

#### **ARTICLE V.**

Trainmen will not be dismissed or suspended

from the above service without just cause. In case of suspension or dismissal, if the employé thinks his sentence unjust, he shall have the right within three days, to refer his case by written statement to the superintendent of transportation. Within seven days from the receipt of this notice, his case shall have thorough investigation by the superintendent of transportation, at which he shall be present, and may be represented by any other employé of the same grade, of his choice. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the general manager, whose decision shall be final. In case the suspension or dismissal is found to be unjust, he shall be promptly reinstated and paid for lost time.

#### **ARTICLE VI.**

It is hereby understood to be the duty of conductors to file charges in writing against any unreliable or unsafe brakeman who may have been assigned to them, and in the interest of retaining in the service the best men, it shall be the duty of such superior officers to promptly investigate, and if the charges preferred are found correct, such brakeman is not to be transferred to another crew, but promptly dismissed.

#### **ARTICLE VII.**

In the event of there being a surplus of crews, and it becomes necessary to reduce their number, the oldest men shall have preference in employment, except where in the judgment of the superintendent of transportation, for good reason, which shall be made known upon application, younger men in the service are considered more reliable and efficient, it being the intention to retain the most capable men in the service. Conductors retired by reason of reduction in crews, shall have preference in employment as brakemen.

#### **ARTICLE VIII.**

Trainmen attending court at the request of the company shall be allowed full time, with necessary

expenses while away from home, the same not to exceed \$2.50 per day.

ARTICLE IX.

Trainmen will be notified when time is not allowed, as per trip reports.

ARTICLE X.

Freight cabooses and crews shall not be laid over for the reason that the conductor is laid off for any cause.

ARTICLE XI.

The right of extra men shall date from their assignment to extra list; but should an extra man be called and fail to respond, from any cause other than illness, he shall go to the foot of the extra list, except for regular position; and extra men being placed on a crew, shall remain on the same until relieved by regular men.

ARTICLE XII.

All employes in train service shall be entitled

to courteous treatment from subordinate officers, and whenever called upon to do committee work, shall upon proper notice, be given leave of absence and transportation over their own road.

ARTICLE XIII.

No portion of this agreement shall be violated or abrogated by any of the parties hereto, without notice of such intention, at least before any action will be taken.

For the Order of Railway Conductors:

P. A. O'CONNOR.  
EUGENE D. CLARKE.  
T. H. FOLEY.  
Committee.

For the order of Brotherhood of Railroad Trainmen: J. M. GASS,  
Chairman Committee.

For the San Antonio & Aransas Pass Railway Co.: CHARLES B. PECK,  
Ass't. Gen'l Man'g'r.

CHESAPEAKE AND OHIO RAILWAY CO.

Agreement With Conductors, Brakemen and Baggage-men in the Employ of This Company.  
IN EFFECT JULY 1, 1892.

ARTICLE I.

Rates of pay will be as follows:

PASSENGER SERVICE.

	Conductors.	Brakemen.	Baggage-men.
Through Passenger (regular trips).....per month,	\$112.00	\$60.00	\$70.00
Local Passenger (regular trips).....per month,	107.00	55.00	60.00

Except through brakemen on Huntington Division will be paid \$65.00 per month. Other exceptions as follows:

Washington Division, present passenger rates will remain in force. Richmond Division, trains 31 and 32 between Richmond and Doswell, including other passenger service of 100 miles or less if performed within 12 hours, Conductor, \$90.00; Baggage-man or Brakeman, \$55.00 per month. Big Sandy Division, Warm Springs Valley, Lexington (Va.) and Craig Valley Branches, Passenger and Freight Conductors, \$90.00; Baggage-men, \$60.00, and Brakemen, \$55.00 per month. Amounts paid by Express Company to Baggage-men to be deducted.

FREIGHT SERVICE.

PENINSULA DIVISION.	MILES	SERVICE.	RATE—PER TRIP.	
			Conduc-tors.	Brake-men.
Richmond to Newport News and Fort Monroe.	95	Local Freight.	\$3 50	\$2 40
Richmond to Newport News.....	75	Through Freight.	2 50	1 65
RICHMOND DIVISION.				
Clifton Forge to Staunton or Brand and return.	112	Through Freight.	3 40	2 25
Richmond to Charlottesville.....	96	"	2 90	1 95
Richmond to Charlottesville.....	96	Local Freight.	3 50	2 40
Richmond to Gordonsville and return (12 hr's).	150	Through Freight.	4 35	2 90
Charlottesville to Clifton Forge.....	96	"	2 90	1 95
Charlottesville to Clifton Forge.....	96	Local Freight.	3 50	2 40
Local Freight to work between Clifton Forge and Craigs-ville (12 hours).....		Local Freight.	3 50	2 40

## FREIGHT SERVICE.

PENINSULA DIVISION.	MILES	SERVICE.	RATE—PER TRIP.	
			Conduc-tors.	Brake-men.
WASHINGTON DIVISION.				
Charlottesville to Washington.....	115	Through Freight.	3 00	2 00
If trains go to yards beyond Washington Con- ductors receive 35 cents extra and brakemen 25 cents extra				
JAMES RIVER DIVISION.				
Richmond to Gladstone.....	119	Through Freight.	3 30	2 20
Richmond to Arvonnia.....	71	Local Freight.	3 50	2 40
Bremo to Lynchburg.....	80	"	3 50	2 40
Gladstone to Clifton Forge.....	111	Through Freight.	3 15	2 10
Lynchburg to Clifton Forge (12 hours).....	84	"	2 75	1 85
Clifton Forge to Balcony Falls and return.....	111	"	3 15	2 10
Lynchburg to Clifton forge.....	84	Local Freight.	3 50	2 40
HUNTINGTON DIVISION.				
Clifton Forge to Hinton.....	80	Through Freight.	2 90	1 95
Clifton Forge to Hinton.....	80	Local Freight.	3 50	2 40
Clifton Forge to Alleghany and return.....	60	Through Freight.	2 70	1 80
Hinton to Alleghany and return.....	102	"	3 25	2 15
Alleghany to Ronceverte and return (in con- nection with through trip).....	34	"	1 00	70
Hinton to Handley.....	72	"	2 50	1 70
Hinton to Handley.....	72	Local Freight.	3 50	2 40
Hinton to Sewell, Thurmond or Quinnimont and return (10 hours). .....	78	Through Freight.	2 50	1 70
Hinton to Hawk's Nest and return (12 hours).....	102	"	3 00	2 00
Handley to Russell.....	95	"	3 00	2 00
Handley to Huntington.....	74	"	2 50	1 70
Handley to Huntington.....	74	Local Freight.	3 50	2 40
Huntington to Russell and return.....	41	"	3 50	2 40
Huntington to Russell and return (two trips)....	82	Through Freight.	3 00	2 00
Huntington to Lewis and return.....	74	"	2 50	1 70
Russell to Lewis and return (12 hours).....	114	"	3 30	2 20
CINCINNATI DIVISION.				
Russell to Covington.....	139	Through Freight.	4 00	2 80
Russell to Covington (3 crews).....	139	Local Freight.	3 50	2 50
LEXINGTON DIVISION.				
Huntington to Lexington .....	140	Through Freight.	4 00	2 65
Ashland to Lexington....	124	"	3 50	2 35
Kilgore to Lexington.....	111	"	3 20	2 15
Denton to Lexington.....	103	"	3 00	2 00
Lexington to Olive Hill and return.....	168	"	4 85	3 25
Morehead to Lexington and return.....	132	"	3 80	2 55
Ashland to Morehead and return.....	116	"	3 35	2 25
Ashland to Midland.....		Local Freight.	3 50	2 40
Midland to Lexington.....		"	3 50	2 40

## ARTICLE 2.

Short freight runs not provided for in Article 1 will be paid for as follows: Service of two hours or 25 miles or less, one-fourth day, and stand first out; over two hours or 25 miles and not exceeding six hours or 50 miles, one-half day; over six hours or 50 miles and less than 100 miles, full day, at the trip rate paid on the District where the service is performed. Article 5 will govern hours of service in excess of six hours.

Conductors and Trainmen going over road with an engine as a light section of a passenger train to move a passenger train in opposite direction, if they run the full length of the passenger division, will be paid passenger rates; otherwise freight rates. If running light to move a freight train in opposite direction, will be paid freight rates.

When deadheading with caboose on freight train, full freight rates will be paid.

When deadheading on passenger trains by orders, one-half rates, according to service, will be paid; it being optional with the freight men as to whether they will go with caboose on freight train, or in coach on passenger train, provided it does not interfere with the business of the road.

When through freight trains on the Richmond Division are run from Mineral City to the pyrites mines, or when through or local freights are required to make a trip on the Kimiconnick Branch, Cincinnati Division, the additional mileage made will be allowed at the rate per mile paid for through trip.

### ARTICLE 3.

Conductors and Brakemen when temporarily assigned to work trains or other special service, or when engaged in hauling ballast long distances, will be paid regular freight rates.

Conductors and Brakemen of wrecking trains will be paid as per Article 2, except that they will not be paid for time laid up for rest.

### ARTICLE 4.

Conductors and Trainmen, when attending court by order of the Company, will be allowed \$3 and \$2 per day, respectively, and \$1 per day for living expenses. In addition to this, all necessary railroad fare and carriage hire.

### ARTICLE 5.

Freight Conductors and Brakemen will be paid at the rate of 27 and 18 cents per hour, respectively, for delays on the road exceeding the limit of service on each district, which is as follows:

Peninsula Division, local and through freight, nine hours.

Richmond Division (each district), through freight, ten hours.

Richmond division (each district), local freight, twelve hours.

James River Division (each district), local and through freight, twelve hours.

Washington Division, through freight, twelve hours.

Huntington Division (Greenbrier district) local and through freight, twelve hours.

New River and Kanawha districts, through freight, ten hours.

New River and Kanawha districts, local freight, twelve hours.

Cincinnati Division, local and through freight, twelve hours.

Lexington and Big Sandy Divisions, local and through freight, twelve hours.

Delayed time under 30 minutes not to be counted; 30 minutes and over to be computed as a full hour. Time to be computed from one hour after

signing caller's book, or from the time stated in the caller's book for the train to leave (unless leaving earlier) to the time of arrival at terminal.

Passenger Conductors and Trainmen will be allowed delayed time when the schedule time of the train has been exceeded two hours or more, at the rate of 27 and 18 cents per hour, respectively, for each hour or fractional part over 30 minutes, including the first two hours.

### ARTICLE 6.

If the Yard Master at a terminal point does not relieve a freight crew on arrival, and the latter cannot clear the main track with their train within thirty minutes after their arrival, Conductors and Brakemen will be paid 27 and 18 cents, respectively, for each hour or fractional part thereof, for the time delayed beyond 30 minutes. This is to be reported as yard delay without reference to the time consumed in making the trip.

### ARTICLE 7.

Freight Conductors and Brakemen will be called, as nearly as possible, one hour before the leaving time of their train, within the hours and limits and under the regulations already in effect. The caller will be furnished with a book, which must show the train for which the men are called, and the time expected to leave. Book must be signed by person called, showing time called. A Conductor or Brakeman failing to properly respond after having been called and signed book, will be suspended or dismissed at the discretion of the Superintendent or Train Master.

When Conductors and Trainmen are called to go out, and the train is afterwards annulled, or they are not needed, they will be paid, respectively, 27 and 18 cents per hour, computing the time from one hour after they are called, until they are notified of the annulment of the train, or relieved from duty. In every case they will receive at least one hour's pay, if they have reported at the yard office or registering place. Conductors and Trainmen thus called will stand first out, provided it does not interfere with men who have regular runs.

Conductors and Trainmen will not be required to double out after making a trip, unless they consider that they are competent to go, or have had at least eight hours' rest.

### ARTICLE 8.

Conductors and Trainmen who have served the longest on any division or district of the road shall, if other things are equal, be given preference of runs on that division or district, except that men assigned to any division prior to July 1st, 1892, shall not be affected.

The right to promotion will be governed by merit, ability and seniority. Other things being equal, the man longest in the service on the division shall have preference.

No more Conductors or Trainmen will be assigned to runs than are necessary to do the work; and when necessary to reduce the force in order to allow the men to make reasonable wages, a sufficient number of crews will be taken off, commencing with the youngest in the service on each district. Conductors thus reduced will be employed as brakemen in preference to younger brakemen in the service, and will retain their right for promotion if competent and worthy.

#### ARTICLE 9.

No fines will be imposed upon Conductors and Trainmen for damage caused by their negligence, but suspension or dismissal will be adopted, as the case may seem to require.

#### ARTICLE 10.

Conductors and Brakemen will, if they consider their punishment unjust, have the right of appeal from the decision of the division officers to the general manager, through the division superintendent, the appeal to be acted upon promptly. Should the Conductor or Trainman desire it, he can select a Conductor or Trainman who is employed on the same division to be present at the investigation.

Conductors and Trainmen who may be suspended will be given a hearing by the Train Master within seven days, and will be notified promptly of the result of the investigation. If suspension is the punishment, it shall date from the day taken off for investigation. In case the Conductor or Trainman suspended is found to be innocent, he will be paid half time for the time lost.

#### ARTICLE 11.

In case a difference of opinion as to the construction of this agreement should arise between the Conductors and Trainmen and the division officers, a written statement of the questions at issue must be submitted to the general manager, through the division superintendent, for his construction.

#### ARTICLE 12.

This agreement supersedes all previous agreements.

#### ARTICLE 13.

The articles enumerated constitute in their entirety an agreement between the Chesapeake and Ohio Railway Company and the Conductors and Trainmen. No departure from the provisions of this agreement will be made by any party thereto without a reasonable notice of such a desire in writing is served upon the other party thereto.

GEO. W. STEVENS,  
General Manager.

### CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

#### MILWAUKEE & NORTHERN RAILROAD.

#### Schedule of Wages and Regulations for the Government of Trainmen.

IN EFFECT MARCH 28, 1893.

The following compensation will be allowed Passenger Train Conductors, Baggage-men and Brakemen on and after the above date:

BETWEEN	MONTHLY MILEAGE.	RATE PER CALENDAR MONTH.		
		Conductors.	Baggage-men.	Brakemen.
Chicago.....and Milwaukee.....	5270	\$125 00	\$60.00	\$55.00
Chicago....." Marion.....	4712	125.00	55.00	50.00
Chicago....." Cedar Rapids.....	4805	125.00	55.00	50.00
Chicago....." Rockford.....	5735	125.00	55.00	50.00
Chicago....." McGregor.....	4960	125.00	55.00	50.00
Marion....." Omaha.....	5456	125.00	55.00	50.00
Davenport....." Calmar.....	5115	125.00	55.00	50.00
Marion....." Kansas City.....	4681	125.00	55.00	50.00
Chillicothe....." Kansas City.....	5332	125.00	55.00	50.00
Manilla....." Sioux City.....	5580	125.00	55.00	50.00
Sioux City....." Aberdeen.....	5487	125.00	55.00	50.00
Sioux City....." Egan.....	7750	125.00	55.00	50.00

BETWEEN	MONTHLY MILEAGE.	RATE PER CALENDAR MONTH.		
		Conductors.	Baggagemen.	Brakemen.
Milwaukee..... " Rock Island.....	4402	125.00	55.00	50.00
Milwaukee..... " Beloit.....	5208	125.00	55.00	50.00
Freeport..... " Rock Island.....	5766	125.00	55.00	50.00
Milwaukee..... " Oshkosh.....	4278	125.00	55.00	50.00
Horicon..... " Portage.....	6324	125.00	55.00	50.00
Milwaukee..... " La Crosse.....	4371	125.00	55.00	50.00
Milwaukee..... " Portage.....	5766	125.00	55.00	50.00
Milwaukee..... " Madison (La Crosse Division)	5022	125.00	55.00	50.00
New Lisbon..... " Minocqua.....	5084	125.00	55.00	50.00
Milwaukee..... " Prairie Du Chien.....	4000	125.00	55.00	50.00
Milwaukee..... " Janesville.....	4403	125.00	55.00	50.00
Milwaukee..... " Mineral Point.....	4712	125.00	55.00	50.00
Madison..... " Milton, Davis Junc- tion and Min. Point	4712	125.00	55.00	50.00
Milwaukee..... " Green Bay.....	7006	125.00	55.00	50.00
Milwaukee..... " Champion.....	5115	125.00	55.00	50.00
Milwaukee..... " Ontonagon.....	5053	125.00	55.00	50.00
La Crosse..... " Minneapolis.....	4340	125.00	55.00	50.00
Wabasha..... " Minneapolis.....	4960	125.00	55.00	50.00
Savanna..... " La Crosse.....	4526	125.00	55.00	50.00
St. Paul..... " Calmar.....	4588	125.00	55.00	50.00
St. Paul..... " Aberdeen.....	5270	125.00	55.00	50.00
La Crosse..... " Jackson.....	4600	125.00	55.00	50.00
Jackson..... " Woonsocket.....	5704	125.00	55.00	50.00
North McGregor..... " Sanborn.....	4991	125.00	55.00	50.00
Sanborn..... " Chamberlain.....	4898	125.00	55.00	50.00
Sanborn..... " Mitchell.....	4061	125.00	55.00	50.00
St. Paul..... " Mason City.....	4340	125.00	55.00	50.00

## ARTICLE I.

## PASSENGER TRAIN SERVICE.

1. The present number of crews in passenger service are not to be reduced, unless trains are taken off, but in case additional trains are put on, it may be optional with the company to require the present crews to make additional mileage. Over mileage, beyond the established maximum shown by annexed schedule, will be paid for at the rate of three cents per mile for conductors, and one cent per mile for baggagemen and brakemen. On short runs, and on branch lines where the average daily mileage exceeds 133 miles, passenger conductors will receive \$1.25 per calendar month, baggagemen \$55 per calendar month and brakemen \$50 per calendar month. Where the average daily mileage is less than 133 miles, passenger conductors will receive \$1.90 per calendar month, baggagemen \$50 per calendar month, and brakemen \$45 per calendar month. When passenger train men make extra mileage in the place of others who are laying off, or who have been assigned to other service, the men performing such extra service will be paid in addition to their regular salary the same compensation that the men who are laying off would have received.

Change is to be made in the compensation

of train baggagemen who run through from Chicago to Minneapolis, Chicago to Omaha, and North McGregor to Chamberlain.

## ARTICLE II.

## FREIGHT AND WORK TRAIN SERVICE.

1. Way freight conductors and brakemen will receive \$3.15 and \$2.15 per 100 miles respectively.

2. Through freight conductors and brakemen will receive \$3 and \$2 per 100 miles respectively.

3. Inexperienced brakemen entering the service will receive \$1.73 per day for the first three consecutive months' work, after which they will receive full rates.

4. Regularly assigned crews in work train service will receive:

Conductors \$3.20, brakemen \$2.20 per day of twelve hours or less. If mileage exceeds 100 miles, actual mileage will be allowed on the basis of above rates per 100 miles.

Other crews called to perform work train service will be paid for such service at work train rates for the actual time so employed, but this rule does not apply to revenue trains that may be called upon to do such work.

5. Ten hours or less, when less time is required

to make 100 miles on freight trains, will constitute one day.

6. On all runs ranging from 90 to 100 miles, a full day will be allowed; on runs of less than 90 miles a full day will be allowed, provided no other mileage is made the same day; if other mileage is made then actual mileage will be allowed.

7. One hundred and fifty miles will be allowed between La Crosse and Minneapolis.

8. No change will be made in existing rates of compensation for mixed and freight train service on the following branch lines:

DIVISION.	
La Crosse.....	Watertown & Madison. Madison & Portage. Viroqua Line.
River.....	Stillwater Line.
Prairie du Chien.....	Sauk City Line. Richland Center.
I. & M.....	Cannon Falls Line. Mason City Line. Decorah Line. Between St. Paul and Minneapolis, via Mendota.
I. & D.....	Elkader Line. Spirit Lake Line. Rock Island & Hudson Line. Running Water Line.
Northern.....	Fond du Lac Line. Berlin Line. Markesan Line.
H. & D.....	Hastings Line. Harlem Line. Fargo Line. Wilmot Line. Hutchinson Line.
Wabasha.....	Between Wabasha and Zumbrota.
R. & S. W.....	Eagle Line. Rockford Line (Beloit & Davis Junction).
S. C. & D.....	Armour Line. Between Sioux Falls and Canton.
C. & C. B., Ill....	Dunning Line.
C. & C. B., Iowa.....	Farley Line. Clinton Line. Maquoketa Line.
S. Minn.....	Mankato Line. Madison & Bristol.
Mineral Point....	Beloit Line. New Glarus Line. Platteville Line. Warren Line. Shullsburg Line.
Dubuque.....	Preston Line. Cascade Line. Waukon Line. Volga Line.

Wis. Valley.....	Tomah Line. Goodyear Line. McKenna Line. Pittsville & Vesper.
C. V. & S.....	Menominee Line. Between Aberdeen and Edgeley.
James River....	Between Aberdeen and Bowdle. Between Orient and Eureka.
M. & N.....	Hilbert Junction and Appleton. Oconto Line. Menominee Line. Champion Line.

9. All overtime shall be computed on a basis of ten miles per hour. In computing overtime no fraction of an hour less than thirty minutes shall be counted; fractions of an hour over thirty minutes shall be counted one hour.

10. The time of extra trains will be computed on the same basis as schedule trains. All allowances made to trainmen on through freight trains will be made to trainmen on extra freight trains.

11. When men are held for snow plow service, they will be paid full time. In all cases where men are working in the snow and trying to open the road, they will be paid hour for hour, so long as they are in that service, at through freight train rate. When men are away from home over one day at a time, owing to snow blockades or wash-outs, one-half time will be allowed; men to remain subject to call. Time to begin after one day has expired.

12. Trainmen deadheading over the road on company's business on passenger trains, will receive one-half mileage; when deadheading on freight trains, full mileage will be allowed, but in no case will less than one hundred miles be allowed provided no other mileage is made the same day; the first crew out will deadhead and will stand first out. When attending lawsuits, one day will be allowed and expenses paid for every day off, without regard to mileage.

13. When trainmen are required to switch at terminal stations over an hour, where switch engines are regularly employed, they will receive compensation for such service at road rates, viz., ten miles per hour, no allowance to be made for less than one hour. At terminal stations where switch engines are not regularly employed, no time will be allowed for switching, unless the time consumed in doing the necessary switching and making a run of one hundred miles exceeds ten hours. All time in excess of ten hours, in such cases, will be paid for at road rates, viz: ten miles per hour.

14. At terminal or division stations where callers are employed, they shall call trainmen as

nearly as practicable one hour before leaving time of trains, provided they live within one mile from the place where they take charge of trains. The caller's book will state the leaving time of trains and the men who are called shall, in each instance, register their name together with the time at which they are called. In computing overtime, time of men will begin at times specified in the caller's book for the train to leave.

15. In cases where trains are abandoned, trainmen having been called, they will be paid for all time on duty until released, but in no case less than twenty-five miles.

16. As a rule freight trainmen will run on the freight division to which they are assigned. Crews not assigned to regular runs, shall run first in, first out.

17. Freight train crews called to make a single run over their respective freight division with passenger trains or passenger equipment, will receive through freight rates therefor.

18. As nearly as practicable the number of crews in freight service, on all divisions shall be kept down to correspond with the volume of business, so that they may make not less than at the rate of 2,600 miles per month.

19. Promotions will be based upon the faithful discharge of duties, capacity for increased responsibility and fitness for the position, to be determined by the superintendent. As a rule, promotions to freight conductors are to be made from freight brakemen and passenger conductors from freight conductors. *The company at all times reserves the right to hire as many experienced men outside of its own service as in the judgment of the superintendent it may seem desirable, or to transfer men from one division to another; whenever the business of the company may require it.* In case a trainman is transferred from one division to another, the same standing on the first division shall be maintained upon his return.

20. Actual mileage will be allowed for doubling hills, provided trains are thereby delayed over ten hours in making a run of one hundred miles. No allowance will be made for doubling hills, as above on runs of ninety miles or less.

21. Train crews shall not be required to repair disabled cars left at stations by other trains. When practicable to do so, without detriment to the company's business, car repairers shall be sent to make necessary repairs. Cars disabled in trains shall be repaired or chained up by the train crew and taken through to destination or division station, when possible and safe to do so, and it can be done without unreasonable delay to trains.

### ARTICLE III.

#### GENERAL REGULATIONS.

1. Conductors shall have full and entire con-

trol of brakemen on their trains and of the placing of them, and shall not be required to take out a brakeman whom they know to be incompetent.

2. Trainmen will rank from the day they are employed, and in the event of a surplus of men the oldest in service on their respective divisions shall have preference of employment; character ability and merit being equal, the division superintendent to be the sole judge of these questions.

3. No trainman shall be suspended or discharged without just cause. In case of suspension or dismissal, if he thinks his sentence unjust his case shall have a thorough investigation by the proper officers at which he may be present if he so desires. Such investigation shall be made as soon as possible, and if found unjustly suspended or discharged he shall be reinstated and paid full time while so out of service.

4. When trainmen have been in continuous service so long as to require rest, they shall not be required to go out until sufficient time has been allowed them to recuperate; men to be judges of their own physical condition. Under ordinary circumstances eight hours rest will be considered sufficient.

5. When time is not allowed as per conductor's daily time slip it shall be returned with the reason for not allowing the time.

6. Any trainman suspended or dismissed, shall have the right of appeal to the superintendent. If he fails to adjust the case appeal can then be made to the assistant general superintendent, general superintendent and general manager in regular order.

7. All subordinate officers and conductors shall be provided with copies of the foregoing schedule, and copies shall be kept at all terminal and division stations easily accessible to trainmen.

8. All schedules, rules and regulations in conflict with these, now adopted, are void.

W. G. COLLINS,  
General Supt.

Approved:

A. J. EARLING,  
General Manager.

### RICHMOND & DANVILLE RAILROAD.

Schedule of Pay for Train Conductors on the  
Richmond & Danville Railroad and Leased  
Lines, Taking Effect November 1, 1891.

#### PASSENGER.

For straight trip between Washington, D. C.,  
and Orange, Va., \$1.82.

For straight trip between Washington, D. C.,  
and Lynchburg, Va., \$3.29.

# THE RAILWAY CONDUCTOR.

For straight trip between Washington, D. C., and Danville, Va., \$4.94.

For straight trip between Washington, D. C., and Strasburg, Va., \$1.73.

For straight trip between Washington, D. C., and Round Hill, Va., \$1.05.

For straight trip between Washington, D. C., and Leesburg, Va., 81 cts.

For straight trip between Richmond, Va., and Charlotte, N. C., \$4.94.

For straight trip between Charlotte, N. C. and Atlanta, Ga., \$4.94.

For straight trip between Atlanta, Ga., and Lula, Ga., \$1.63.

For straight trip between Lula, Ga., and Athens, Ga., 87 cts.

For straight trip between Lula, Ga., and Macon, Ga., \$2.46.

For straight trip between Atlanta, Ga., and Birmingham, Ala., \$3.29.

For straight trip between Birmingham, Ala., and Greenville, Miss., \$4.94.

For straight trip between Birmingham, Ala., and Columbus, Ga., \$3.29.

For straight trip between Salisbury, N. C., and Paint Rock, N. C., \$3.13.

For straight trip between Asheville, N. C., and Spartanburg, S. C., \$1.57.

For straight trip between Columbia, S. C., and Paint Rock, N. C., \$3.13.

For straight trip between Charlotte, N. C., and Augusta, Ga., \$2.96.

For straight trip between Lancaster, S. C., and Lenoir, N. C., \$2.50.

For straight trip between Columbia, S. C., and Greenville, S. C., \$3.26.

For straight trip between Columbia, S. C., and Laurens, S. C., \$1.63.

For straight trip between Prosperity, S. C., and Anderson, S. C., \$1.63.

For straight trip between Walhalla, S. C., and Greenville, S. C., \$1.63.

For straight trip between Danville, Va., and Charlotte, N. C., \$3.00.

For round trip between Danville, Va., and Charlotte, N. C., \$5.00.

For straight trip between Washington, D. C., and Charlotte, N. C., on Vestibule Limited \$4.94.

For straight trip between Charlotte, N. C., and Atlanta, Ga., on Vestibule Limited, \$3.29.

Between Greensboro, N. C., and Goldsboro, N. C., \$85 per month.

Between Raleigh, N. C., and Keysville, Va., and between Raleigh, N. C., and Goldsboro, N. C., \$85 per month.

Between Richmond, Va., and West Point, Va., \$75 per month.

Between Richmond, Va., and Amelia, C. H., Va., \$70 per month.

Between Greensboro, N. C., and Winston-Salem, N. C., \$90 per month.

Between Atlanta, Ga., and Tallapoosa, Ga., \$95 per month.

Between Birmingham, Ala., and Anniston, Ala., \$95 per month.

Between Winona, Miss., and Greenville, Miss., \$95 per month.

## LOCAL FREIGHT.

Between Alexandria, Va., and Orange, Va., \$80 per month.

Between Orange, Va., and Lynchburg, Va., \$80 per month.

Between Lynchburg, Va., and Danville, Va., \$80 per month.

Between Alexandria, Va., and Strasburg, Va., \$75 per month.

Between Alexandria, Va., and Round Hill, Va., 2.8 cents per mile.

Between Richmond, Va., and West Point, Va., \$75 per month.

Between Richmond, Va., and Clover, Va., \$80 per month.

Between Clover, Va., and Greensboro, N. C., \$80 per month.

Between Greensboro, N. C., and Charlotte, N. C., \$80 per month.

Between Greensboro, N. C., and Raleigh, N. C., \$70 per month.

On the Oxford & Clarksville Railroad, \$65 per month.

Between Charlotte, N. C., and Greers, S. C., \$80 per month.

Between Greers, S. C., and Toccoa, Ga., \$90 per month.

Between Toccoa, Ga., and Atlanta, Ga., \$80 per month.

Between Lula, Ga., and Macon, Ga., \$70 per month.

Between Salisbury, N. C., and Asheville, N. C., \$80 per month.

Between Asheville, N. C., and Bryson City, N. C., \$75 per month.

Between Spartanburg, N. C., and Paint Rock, N. C., \$80 per month.

Between Asheville, N. C., and Paint Rock, N. C., \$80 per month.

For straight trip between Charlotte, N. C., and Columbia, S. C., \$2.88.

For straight trip between Columbia, S. C., and Augusta, Ga., \$2.88.

For straight trip between Chester, S. C., and Lenoir, N. C., \$2.31.

For straight trip between Columbia, S. C., and Hodges, S. C., \$2.88.

For straight trip between Walhalla, S. C., and Greenville, S. C., \$2.88.

For straight trip between Alston, S. C. and Spartanburg, S. C., \$1.44.

For straight trip between Newbery, S. C., and Laurens, S. C., \$1.25.

For straight trip between Atlanta, Ga., and Heflin, Ala., \$3.25.

For straight trip between Heflin, Ala., and Birmingham, Ala., \$3.25.

For straight trip between Birmingham, Ala., and Columbus, Miss., \$4.89.

For straight trip between Columbus, Miss., and Winona, Miss., \$3.50.

For straight trip between Winona, Miss., and Greenville, Miss., \$3.50.

For round trip between Birmingham, Ala., and Childersburg, Ala., \$3.25.

For straight trip between Childersburg, Ala., and Columbus, Ga., \$4.89.

THROUGH FREIGHT.

Between Alexandria, Va., and Greenville, Miss., 2.8 cents per mile.

Between Manassas, Va., and Strasburg, Va., 2.8 cents per mile.

Between Richmond, Va., and Danville, Va., 2.8 cents per mile.

Between Birmingham, Ala., and Columbus, Ga., 2.8 cents per mile.

Between Salisbury, N. C., and Paint Rock, N. C., 2.8 cents per mile.

Between Richmond, Va., and West Point, Va., \$75 per month.

Between Charlotte, N. C., and Augusta, Ga., \$70 per month.

Between Columbia, S. C., and Belton, S. C., \$70 per month.

MIXED.

For straight trip between Manassas, Va., and Strasburg, Va., \$1.25.

On Warrenton Branch, \$75 per month.

On Franklin and Pittsylvania Railroad, \$50 per month.

On Richmond, York River and Chesapeake R. R., \$75 per month.

On High Point, Randleman, Ashboro & Southern R. R., \$75 per month.

On State University Railroad \$50 per month.

On Milton and Sutherlin N. G. R. R., \$35 per month.

On Oxford & Henderson Railroad, \$60 per month.

On Yadkin Railroad, \$75 per month.

On North Carolina Midland Railroad, \$60 per month.

Between Greensboro, N. C., and Wilkesboro, N. C., \$65 per month.

Between Greensboro, N. C., and Raleigh, N. C., \$75 per month.

Between Asheville, N. C., and Murphy, N. C., \$80 per month.

Between Charlotte, N. C., and Taylorsville, N. C., \$75 per month.

Between Charlotte, N. C., and Statesville, N. C., \$70 per month.

Between Hodges, S. C., and Abbeville, S. C., \$60 per month.

Between Columbus, Ga., and Roanoke, Ala., \$90 per month.

All runs of less than one hundred miles, in passenger, freight, or mixed service, to be counted as one hundred miles, except when return or further trips are completed inside of twelve hours from the first start, in which case actual mileage will be counted, if over one hundred miles. If such runs are not completed within twelve hours, over-time will be allowed at the rate of twenty-five cents per hour for all time over twelve hours.

The pay for special runs, on special or extra trains, where rate is not provided for by this schedule of rates, is to be at the rate of \$3.25 per day of twelve hours or less.

All conductors to be paid for over-time at the rate of twenty-five cents per hour, after the road delay shall have exceeded one and one-half hours, including the first one and one-half hours, or a fractional part thereof less thirty minutes of the total delay.

Conductors of trains leaving terminals, on the main line, will be called one hour before the leaving time of trains, provided they reside within one mile of starting point. Caller will have a book in which conductors will register their names and record the time called. Conductors' time will commence one hour after they sign the caller's book, and end at the time designated on mileage tickets, and verified by train sheets. If trains are abandoned after conductors are called or notified to be in place, they will be paid for all time until relieved from duty, at the rate of twenty-five cents per hour, the time to be computed from one hour after they are called or notified, and shall stand first out; and conductors arriving at terminals, on main line, if not relieved within thirty minutes will be paid twenty-five cents per hour for each hour, and the first thirty-five minutes shall count as one hour.

Conductors dead-heading over the road, to or from their trains, to get them in place, will be paid half-rate when dead-heading on passenger trains, and full rate when dead-heading on freight trains.

In case a conductor is laid off to attend court, or on company's business, he shall be paid \$4.00 per day, and furnished transportation to and from his place of business; and an allowance of one dollar (\$1.00) per day, for expenses, when called away from home to attend court.

The pay of work train conductors to be regulated by the division officers.

Through freight conductors will be run first in and first out, so far as is practicable.

The right of conductors to regulate runs to be determined by the division officers, due regard being had to capacity and seniority.

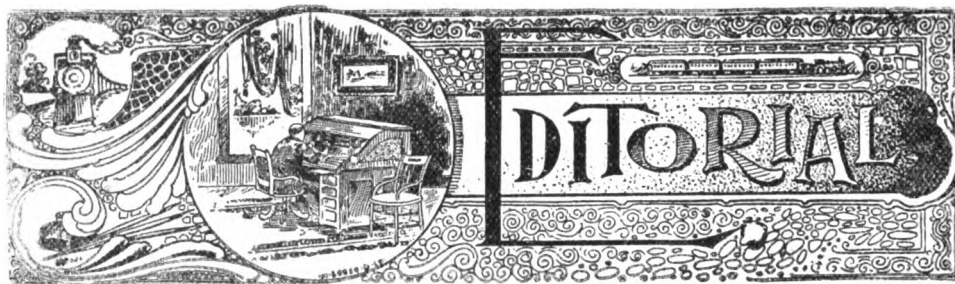
No more conductors will be employed than necessary to move the traffic of the road with promptness and regularity—division officers to decide.

The rules and regulations of this company will govern in the matter of discipline.

Any conductor suspended, for any cause, shall be granted investigation, hearing and decision, if possible, within five days. He shall be accorded the privilege of attending such investigation and hearing all the evidence, pro and con, touching his responsibility, and shall have the right to appeal from the decision of the local officers to the general officers of the company. If found blameless, after investigation, he will be paid for his lost time. If investigation cannot for any cause, be held within five days, then when it is held, and the conductor on trial be discharged, he will be paid for all time lost between five days after his suspension and the date of his discharge, provided he has made written application to the division officers, within ten days from the date of suspension, for investigation.

No grievance will be entertained unless the same shall be presented in writing within thirty (30) days after its occurrence.

W. J. GREEN, General Manager.



Our readers who write to any of the firms advertising in these columns are requested to mention  
**THE RAILWAY CONDUCTOR.**

WM. P. DANIELS, EDITOR AND MANAGER.  
W. N. GATES, ADVERTISING MANAGER, 39 Euclid Avenue, Cleveland, O.

### A GOVERNMENT DEPARTMENT OF RAILWAYS.

"The Auditor" of the *Railway Age*, in a recent number, pleads for an "an absolute law that no passenger and no ton of freight should, under any circumstances, be hauled any distance, whether one mile or 1,000, at less than a fixed rate." He says "we have maximum charges defined clearly enough now. The law and competition have looked after that. What we need is a minimum—an inviolable unit of cost of service which *must be earned* on every passenger and every article of freight." We are sincerely glad that we can occasionally find something in regard to which the *Age* and the CONDUCTOR can agree. We are so often compelled to differ with it that it is a pleasure to find ourselves in accord occasionally. We are not ready to assent to "The Auditor's" assertion that maximum rates are clearly enough defined now, and he will find many who honestly and sincerely differ with him, but the idea of fixing by law minimum rates which shall prevent, absolutely, railway officers from carrying passengers and freight at ridiculously low rates while they are threatening their employes with reduction of wages if they do not prevent legislation fixing maximum rates away above those made by them in their wars, is one which the CONDUCTOR has always advocated and which was advocated by the writer before the CONDUCTOR was published. The evils of excessive rates are bad enough, but they do not begin to equal the evils of unjust and unfair discriminations and a large proportion of the unjust discrimination grows out of the rate wars indulged in by railways with great frequency. For freight, there should be a fixed terminal charge and a fixed rate per mile for the hauling and the company that cut any such rate, either directly or indirectly, should be punished severely. The present Inter-State Commerce farce should be repealed and a department of railways provided for by congress with a cabinet officer at its head, and this department should have control of the railroads and of rates. The idea advanced by Mr. Stickney of dividing the United States into districts with fixed rates in each and the air line distance between any two points to be taken in fixing the charge, should be provided for. When this is done, there will be some hope for stability in rates and the discontinuance of discrimination.

State legislation has been of some benefit, but it fails wholly to give the relief that is urgently needed, not by the shipper alone, but by the railway and employé as well. Should such a department be established it would then only be necessary for the different states to require rates on local shipments to conform to those fixed by the department. If the Railway Employés Club wishes to be of some real benefit to its members and the fraternity generally, let it labor for the establishment of such a department rather than antagonize the farmer upon whom we all depend, by opposing legislative restriction while the railways themselves are making much lower rates than any ever proposed by legislatures or commissions. If it shall do this, and become a factor in such a movement, it will not have lived, fought, bled and died in vain.

### THE GEORGIA CENTRAL CASE.

Many of our contemporaries in rejoicing over the decision of Judge Speer requiring the receiver of the Georgia Central Road to make a contract with the B. of L. E., seem to lose sight of the fact that this decision goes even farther than either of those made at Toledo, in restricting the right of an employé to leave his employment. We give the decision in full in this number, prefaced by the comments of a press correspondent. It will be noticed that the judge informs the engineers that they can strike only under conditions prescribed by him. In other words, if the engineers or any other employes of this road wish to quit, they must first obtain permission from a federal judge; they are stated to be, in a certain sense, "officers of the court," and it will be readily seen to what this may lead to.

It is stated that "while any engineer may at any time exercise his right as an individual to leave the service of the receiver, he may not do so in such a manner as to injure the properties or impede its proper management by the receiver."

It seems to us that it is peculiar reasoning that can make a person employed on a railway that goes into the hands of a receiver an "officer of the court" that appoints the receiver in any sense whatever; the receiver is an officer of the court, without question, and has authority to dismiss the general manager, but by what process of rea-

soning the general manager, the engineer or the section man becomes an "officer of the court" is unintelligible to us, from the standpoint, of course, of a layman and not a lawyer.

The judge, however, goes farther than this. In another portion of the decision he states, that any employé of any road in the hands of a receiver who engages in a strike is in contempt of court, and may be punished; that "all who combine with employés or as officials of organizations, issue orders to strike or quit, are also in contempt."

If this decision is good law, no railway company need hereafter fear any strike; all that it need do when any difference with its employés is anticipated is to go through the form of having a receiver appointed, its employés made court officers, and it is safe.

Proceeding a little farther, we find that according to this decision it will not be necessary for railroad companies to trouble themselves about a receivership; Judge Speer judicially pronounces a strike on any road which handles inter-state commerce, or telegraph line which transmits inter-state messages illegal, and punishable under the law. Note carefully the language: "In the presence of these statutes, \* \* \* \* it will be practically impossible hereafter for a body of men to combine to hinder and delay the work of the transportation company without becoming obnoxious to the provisions of these statutes. \* \* \* It follows, therefore, that a strike or 'boycott,' as it is popularly called, if ever they were effective, can be so no longer."

The B. of L. E. have gained "recognition" by this court, but what have they gained beyond that, and how is it to benefit them or any other organization? The receiver is compelled to make a contract, but the judge specifically provides for that contract to contain the obnoxious "seniority" clause, and the engineers gain nothing in either pay or privileges except the bare recognition.

That the decision is in temperate and kindly language, and thus in marked contrast to those rendered at Toledo, does not change the fact that its effect is likely to be disastrous, and such as to absolutely take from railway employés their only weapon of defense, if it is sustained and followed by other courts. The kindly advice to employés to seek redress for injustice in the courts is very well, but of what material benefit has it been to the engineers in this instance? And of what benefit is it likely to be in under the jurisdiction of some other judges? Will the federal court compel officers of roads that are not under the control of the courts to recognize the employés and their organizations and redress wrongs? And if not, where will the employés of such roads find redress and what courts will they seek, if they may not combine and strike for protection? Certainly, those who condemn the Toledo decisions and commend this one have overlooked the most important points, and have permitted the little "recognition" accorded to blind them to everything else. Judge Ricks, in a free special car, and on a free special train, hurrying to Toledo to enjoin employés of the road which furnished the free train, has not dealt to labor organizations so severe a blow as that which has been delivered under the cover of the sympathetic language of Judge Speer.

We condemn the boycott and the sympathetic strike, believing both to be weapons which will injure those who use them more than they can ever benefit them, but we must, with much more emphasis, condemn any decision that takes from a freeman, under any pretext, the right to control his own labor, and deprives him of the right to leave his employment, unless under contract.

If such decisions shall be sustained, then there is crying need for legislation, and legislation that will be equally binding upon both parties; let us have legislation recognizing the organizations, and that shall compel them and their members to fulfill contracts made, and if they or their organizations for them, contract with a railway company to do certain things, give the courts power to compel the members to fulfill agreements made for them by their duly authorized representatives; let us at the same time provide for the fulfillment of contracts by the employers, and that will prohibit them from endangering the lives and property of employés as well as passengers, by employing incompetent and unreliable men for positions in train service, but let it never be said that the free American people submitted, without protest, to such slavery as these decisions will enforce.

#### THE RUSSIAN TREATY.

Some of our contemporaries are much exercised over the recent treaty with Russia; meetings have been held to denounce it and petitions have been circulated asking for its abrogation. As the treaty has not yet been made public, no one outside of the Senate and the President know exactly what it contains, and it certainly seems to us that it would be wise on the part of those who are making so great a cry over it, that they wait until it can be ascertained what it does contain. It is asserted by some of its opponents that it makes political offenses an extraditable crime. If, when it is made public, this charge shall prove to be well founded, THE CONDUCTOR will join in its condemnation and in a demand for its abrogation. If, however, it is found that it contains only provisions for extraditing those who have actually committed murder or attempted to commit it, we do not see how any American citizen, no matter of what extraction, can object; a murder is none the less a murder because the person killed happens to be a czar or a king. We have no sympathy with Russian methods or Russian government, and its treatment of those accused of political offenses is inhuman and barbarous, yet the brutal assassination of a czar does not right the wrong, and no assassin should be protected by this government or be given a refuge here. We already have enough and more than enough of the criminals of the older nations; let us not invite more. Let us welcome and protect the liberty loving Russian whose only offense is a political one, but place a barrier before the crimemained and vicious from all nations. Let us not forget that Russia, Poland and Hungary have given us thousands of people who are a menace to our free institutions; whose whole idea is that might makes right and that all restraint is tyranny; whose only idea of freedom is freedom to do what they please without regard to the rights of others.

## AN "OLD TIMER."

From an exchange we note that Conductor Pat Duffey, of the C. & P., recently accepted for passage, a ticket sold the first year the road was opened for business, in 1856. The ticket was issued "good for one day only" and consequently was void when presented. Bro. Duffey accepted it, however, as would almost any other conductor and has sent it to the World's Fair. Bro. Duffey is not quite as much of an "old timer" with the C. & P. railway as the ticket, but he has been an employé for a long time, and has run a train on there for twenty-three years. He became a member of the "Conductors' Brotherhood" in 1872, joining Division No. 20, at Wellsville, Ohio, and when that division was closed he transferred to No. 114, at Pittsburg, Pa. He expects to visit the grand division at Toledo this month.

## THE "WALKING DELEGATE."

"Their motto, 'an injury to one is the concern of all,' has worked a great deal of harm to both sides, but it has given the walking delegate a soft job and some of the general managers envy him his soft snap. An injury to one is the particular concern of the walking delegate, for if there were no 'injury to one', real or imaginary, he would be out of a job and would be working for a living like the rest of us. Even when you get an honest man at the head of one of these organizations he is generally a hot-headed fellow who can't see more than one side of the case. The companies are growing very impatient of outside interference between them and their employés. I think the time is coming when they will form a code of rules for the government of their employés and the first requirement will be that they treat with the company as individuals and not through a grievance committee nor a foreign agent." When General Manager Egan, of the "Maple Leaf" uttered the above, he perhaps spoke more truth in part of it than he intended. It is true that an injury to one is the particular concern of the "walking delegate," as officers of the different organizations of railway employés are contemptuously denominated by Mr. Egan. Mr. Egan is of that class of managers who wish to be free from all restraint and with full power to work "an injury to one" or injury to all with no one to call him to account. In fact it is not at all improbable that his opinions are somewhat influenced by the result of conferences between himself and representatives of a couple of employés' organizations during the past few months. The companies generally are *not* growing impatient of what Mr. Egan chooses to call "outside interference," or if they are, reputable managers who bear the best of reputations, are guilty of falsehood, for many

of them tell the representatives of organizations that they prefer to arrange matters with the organizations rather than with the individuals, and that the restraint exercised by the organizations and their officers is a great relief and benefit to them and saves them much annoyance and trouble. As to the character of the "walking delegates" who at present represent the organizations of railway employés, it is quite possible that they will not suffer by comparison with Mr. Egan or with general managers as a body. Mr. Egan may rest assured that his "code of rules" will not prevent the organizations from protecting their members from injury and that "injury to one is the concern of all" just exactly as injury to an American citizen by a foreign government is the concern of every patriot. When the time comes that there is no "injury to one" and all are treated fairly, or when a mistake is made, a desire shown to rectify it, the organizations will disband, the "walking delegate" will find other employment, the general manager will no longer be annoyed by the "foreign agent" and the millenium will be near at hand.

## THE "BOYCOTT."

In a thoughtful and temperate article on "The Commercial and Political Considerations Involved in the Ann Arbor Cases," which is published in pamphlet form, Mr. Joseph Nimmo Jr., takes occasion to condemn boycotts and sympathetic strikes. We believe he will be joined in this condemnation by all thoughtful and honest railway employés who have given the subject careful consideration.

That the officers and members of other organizations have recognized the illegality of the boycott and the injury to employés and their organizations that it is certain would be caused by the sympathetic strike is well known to many. Every active officer of the Order of Railway Conductors has frequently expressed the opinion that it would be suicidal to engage in any strike that could by any possibility be extended to other roads than the one directly interested. A fraternal feeling of courtesy toward a sister organization has prevented open criticism of the engineers' boycott law, but it is a fact that the executive of the B. of L. E. was warned as long as two years ago that their boycott law would cause them trouble, and it is known to some that Mr. Arthur himself was fearful of its effect if ever the time came when it should be placed in operation. The strike that needs a boycott to support it, or that requires that war be declared between the employés of another road with their employers, and between whom no differences exist, is a losing one from the start and should not be commenced.

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No one will accuse the artist of the Brotherhood of Railway Employés *Journal* of being an expert in "etimology" or in truth either.

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We are indebted to Bro. Robert Laughlin for a copy of the report of the Michigan Railroad Commissioner for 1892. Many thanks.

\*\*\*

Macon Division has our thanks for an invitation to their annual picnic which was given May 2d, but on that date in Iowa, it was a "picnic" to sit by a good fire.

\*\*\*

If the author of "A Veteran's Recollections" in the *Railroad Employee*, wishes to maintain the reputation of a veteran among railroad men, he will do well not to tell about "unconnecting" engines.

\*\*\*

Bro. Rogers, of the *Age of Labor*, objects to a little smattering of education on the part of some one connected with an employés publication. If it is intended for us, we sincerely trust that what little we have is a crime not too great to be condoned.

\*\*\*

"Big Jim's" road, the T. A. A. & N. M., is in the hands of a receiver, but as the receiver has the honor of being "Big Jim's" father-in-law, it is not likely that these will be much change in the management or the treatment of employés.

\*\*\*

A valuable pamphlet has been issued by the Inter-State Commerce Commission on the "Relations of Railway Companies and Their Employés." A complete report of the government pension funds established for railway employés in Prussia is appended.

\*\*\*

The *India Rubber World* gives an excellent portrait of Brother C. H. Dale of the Peerless Rubber Co., and from the accompanying sketch, we learn for the first time, that we are "fellow-graduates" in the railway buisness on the old C., M. & St. P.

\*\*\*

Brainard Division No. 197 gave their fourth annual ball May 5th, and ran a special train from Staples to accommodate those who attended from that place. It is needless to add that the ball

was a successful one in every respect, and that the scribe regrets that he was unable to be with them.

\*\*\*

The members of the B. of L. E. held a union meeting in Schenectady on the 14th inst., which was addressed by officials of the N. Y. C. and Commissioner Michael Rickard. Every day that Mr. Rickard remains a member of that organization is a day of disgrace for the organization and its members in New York.

\*\*\*

"Every delegate in the country should go to Toledo next month and indorse the splendid administration of Grand Chief Conductor Clark." The above is the opinion of Bro. Dan Honin, of the *Railway News-Reporter*, and it is heartily endorsed by THE CONDUCTOR, and will be by a great majority of the delegates.

\*\*\*

Bro. D Lee, the wide-awake secretary of Overland Division No. 332, wishes us to call attention to the fact that by a singular coincidence the B. of R. T. lodge situated in Junction City bears the same number as the division of the Order and requests correspondents to be careful in addressing mail matter intended for Overland Division.

\*\*\*

Walter Baker & Co., whose advertisement will be found in another part of this number, have prepared for the great Columbian Exposition, a little book of choice receipts by Maria Parloa, the author of several works on cooking. Readers of THE CONDUCTOR who visit the exposition should not fail to visit Baker & Co.'s exhibit and get one of these books.

\*\*\*

We are yet in need of copies of THE CONDUCTOR for February, March, April, June, September, November and December, 1884; November, 1886; September and October, 1887; July, September and October, 1887; January and March, 1888; February and July, 1891; October, 1892 and January, 1893. Any reader having any of the above numbers to spare will confer a favor by advising us.

\*\*\*

Denver Division No. 44, wishes to announce to readers of THE CONDUCTOR that Brother Chauncy Hale is a member of the reliable firm of Farmer & Hale, undertakers and embalmers, and the division

requests that any members of the Order needing the services of either, in Denver, patronize this firm; their address is 1619 Tremont street, Denver, Colo.

\* \* \*

N. Stuber for the engineers, and T. J. Brinkman, for the trainmen, employed on the Illinois Central, desire, in behalf of the employes and the friends and relatives of the late Charles E. Horen, to extend to the officers of the Chicago & Northwestern their sincere thanks for the many favors extended on the occasion of the funeral of their deceased friend and fellow employe, who was accidentally killed at Oden, Ill., April 11th, and whose remains were placed to rest at Waukegan.

\* \* \*

Bro. E. H. Belknap and wife have removed from Cedar Rapids to their former home in Galesburg, Ill., and carry with them a host of good wishes from the many friends here. We are particularly pleased that Bro. Bel. has so far recovered as to be able to make the change, and we trust that his improvement will continue and that the renewal of old associations will not cause him to forget the friends left behind.

\* \* \*

Recent developments in regard to the Reading, show that while Mr. McLeod was permitted to resign as receiver and president of that company, it was under a threat that if he did not resign within twenty-four hours, his crooked methods of financing would be made public. Reading employes will extend their sympathy to the employes of the N. Y. & N. E. until the gentleman is moved to "resign" his official position with that company.

\* \* \*

San Juan Division No. 63 was organized at Durango, Colorado, on April 29, by Bro. M. J. Guerin, special deputy. Eighteen charter members were present. Bro. Guerin expresses especial appreciation of the kind efforts made by Supt. Lee, of the Rio Grande Southern railway, and Supt. Lydon, of the D. & R. G., to assist in making the organization a success by getting the men in, and for favors extended. We take pleasure in adding to the thanks of Bro. Guerin, those of the Order.

\* \* \*

"Outdoors," is the title of a refreshing little book which is a pleasure to read. The covers are in ten water colors, and inside are articles on Lawn Tennis, by F. A. Kellogg; Yachting, by George A. Stewart, successor to Edwin Burgess; Cycling, by Julian Hawthorne; Football, by Walter Camp; Baseball, by J. C. Morse; Horsemanship, by H. C. Merwin; Rowing, by Benjamin Garno; Canoeing, by C. Bowyer Vaux; a collection of authoritative articles on healthful outdoor pleasures, illustrated by Copeland, Beals, Gallagher, Young, and Shute. This book, published by the Pope Mfg. Co., of Boston, for the benefit of the Columbia bicycle, contains articles without any advertising in them. Sent by mail to anybody for five two-cent stamps.

*The Des Moines Daily News*, one of the best and fairest papers in the northwest, comments on the Taft decision as follows:

The opinion of Judge Taft at Toledo to the effect that the refusal of members of the Brotherhood of Locomotive Engineers to handle inter-state freight from the Ann Arbor road was in violation of the inter-state commerce law is probably sound law, but it does little credit to the federal courts of this country. Those tribunals have practically nullified that law in so far as it affected railroad managers, and have made it impossible to enforce as against them. It is only when such laws bear upon laboring men and labor organizations that these high and mighty judges see fit to rule in their favor. It is such administration of justice that brings our courts and the legal profession into dispute. Let the federal courts compel locomotive engineers to obey the law, but let them show a little more virility in requiring their personal friends, the high-salaried railway officials, to regard it.

\* \* \*

The Massachusetts legislature recognized the work of Mr. Moseley in behalf of safety legislation by the adoption of the following resolutions:

*Resolved*, That the senate and house of representatives in general court assembled, appreciating the valuable services rendered the cause of humanity by Edward A. Moseley, of Newburyport, by his untiring and efficient efforts to secure greater safety to railroad employes, hereby tender the thanks of the commonwealth to him for his sincere and disinterested labors to secure the passage of the law requiring railroads engaged in inter-state commerce to equip their freight cars with automatic couplers.

*Resolved*, That a copy of these resolutions, suitably engrossed, and signed by the president and clerk of the senate, and the speaker and clerk of the house of representatives be forwarded to Mr. Moseley.

\* \* \*

The following extract from the report of Labor Commissioner Powers, of Minnesota, may be of interest to some of our readers:

The conductors and the locomotive engineers keep the insurance funds apart from their general resources and hence, can be definitely ascertained the additional cost of managing insurance in connection with such trade unions. \* \* \* \* \* The ratio of expense for the conductors is one-eleventh of the corresponding ratio of the Travelers' Accident Insurance for ten years. The conductors in collecting and disbursing \$145,000 for insurance in 1890, paid out for costs of management for the same, \$7,678.70. To have collected and disbursed the same sum for insurance purposes would have required on the margin of expense shown by the Travelers' for ten years over \$173,000. This is \$165,000 in excess of the amount employed by the conductors for that purpose.

This excess is sufficient to have paid all the costs of administering the general and insurance business of the Order, several times over.

The fact is, that the Order could spend nearly six times its present sums paid for expense and still secure its insurance cheaper than by purchasing its accident benefits of this or any other corporation for selling accident insurance.

\* \* \*

The following extract from a private letter written by a good Brother in the Empire state, may be of some interest to members: "Before I close I must say a word relative to our Insurance Department. Within the past year I have had an opportunity of seeing and realizing the great good done by this department. When a man has the pleasure of going into a fatherless and needy home and presenting the widow with a check for \$3,000, as I have done twice, it gives him a sense of appreciation of the happiness which should be derived from the knowledge that we have provided for the dear ones in case we should be called away. Having experienced no trouble in getting these checks, our confidence in the department is increased."



The exhibition number of *Scribner's Magazine* is the contribution which the conductors of that periodical make to the great exposition at Chicago.

They have planned to make it as fine an example of an American magazine as can be produced. It is put forth as a representative number to show the literary, artistic and mechanical resources that are employed in such a publication, and is fully representative of the individual writers who have made the existence of a great magazine possible. This issue contains nearly one-third more matter than the regular numbers of *Scribner's*, and the illustrations are of extraordinary abundance and richness, including twenty-five full pages, two of them in colors, the frontispiece being a reproduction of a pastel by Robert Blum.

The May number of *Jenness Miller Illustrated Monthly* devotes considerable space to short stories. Countess Annie de Montaigu has an elaborate article on "The Rose Gardens of the World." "Happiness in Childhood," "Under Our Evening Lamp," "Latest Fashions," "Woman's Future," by Lady Florence Dixie, "Jennie Lind's First Music Lesson," "How Women May Be Wanted" and "Girls of Yesterday and To-day," are some of the other attractive features. It may be said that the Magazine is quite up to its usual standard of excellence. Useful articles of genuine value are given as premiums to new subscribers. Sample copy 10 cents. Price \$1 a year; published by *Jenness Miller Co.*, 927 Broadway, New York City.

*Outing* for May is as pure and refreshing as the shades and breezes of the woods and waters it loves so well. As usual, the number is finely illustrated. The contents are as follows: "How the Major Learned to Fish," by Jno. E. Gunkel; "A Jack-Rabbit Chase," by Belle Hunt; "Red Drum Fishing at Oregon Inlet," by Lieut. F. H. Newcomb; "Queens of the Trotting Track," "The Toltec Idol," by T. Philip Terry; "The Letter of Credit," by Chas. C. Nott, Jr.; "How

to Catch the Wiley Trout," by H. Prescott Beach; "Round About the Zuyder Zee," by Mrs. G. C. Davis; "Lenz's World Tour Awheel," "Through Erin Awheel" (continued), by Grace E. Denison; "A Chamois Hunt," by A. Ranger; "The Modern Single Handed Cruiser," by C. B. Vaux; "An Ideal Vacation Tour," by Chas. E. Hammett; "Starting and Starters," by Jno. Corbin; "The South Dakota National Guard," by Capt. P. Leary, Jr.; and the usual editorials, poems, records, etc.

A beautifully illustrated and charmingly bound edition of Longfellow's "Evangeline," recently published, is a pretty surprise for book-lovers. It is in good type, with 45 illustrations by Birket Foster and other eminent artists, is printed on very fine and heavy paper, gilt edges, remarkably handsome cloth binding, combining the delicate colors, blue and white, and silver and gold. No illustrated edition has ever before been published at less cost than \$1.50, and that is about what you might guess the price of this to be, but it isn't—it sells for only 19 cents, plus 6 cents for postage, if by mail. This covers only about the actual cost of manufacture by the 100,000, the publisher's object being, not profit, but to get a sample of his book-making into the hands of the book-loving millions. His publications are not sold by dealers, but only direct; catalogue, 128 pages, a literary curiosity in its way, is sent for a two-cent stamp, or a 12 page catalogue free. Every home in the land ought to have a copy of this *Evangeline*, so charmingly beautiful as a poem, as a collection of artistic illustrations, and as a product of the book-making art. Address John B. Alden, Publisher, 57 Rose St., New York.

A superb offer to young men and women. To every young man and woman sending us thirty (30) subscribers to *The Literary Northwest*, at \$2 per annum, accompanied by the cash therefor, we will present a certificate entitling the recipient to a six (6) months daily course in shorthand and

typewriting, or telegraphy, in a high class business school in St. Paul, Minnesota.

To every young man and woman sending us fifteen (15) subscribers to *The Literary Northwest*, accompanied by the cash therefore, at \$2 each per annum, we will give the choice of taking either a six (6) months course of instruction by mail in shorthand and typewriting, or a three months course of daily instruction in telegraphy. These offers are open until further printed notice.

The cost of the six months daily instruction in shorthand at all good schools is \$50 a term and \$25 by mail.

The cost of six month's instruction in telegraphy is \$50, and for three months it is \$25. This shows the value of our offer, and it will show the future business value of the enterprising persons who take advantage of it.

Address all communications to *The Literary Northwest*, Merrill building, St. Paul, Minn.

The *Cosmopolitan* offers fifteen hundred dollars, in four prizes of one thousand dollars, three hundred dollars, one hundred dollars, and one hundred dollars, respectively, for the four water colors which shall be chosen by a committee from such drawings as may be submitted by the artists of the United States or Europe on or before twelve o'clock on the first day of December, eighteen hundred and ninety three. The subjects are to be selected from the life of Christ, taking those scenes which teach in the highest forms the lessons of love, patience, humility and forbearance, with fidelity, as far as may be, to the actual surroundings and conditions of the period. The treatment should be calculated for single page reproduction in the *Cosmopolitan*, in size five by eight inches. The subjects to be suitable, as far as possible for use in stained glass for church or cathedral. The originals for which prizes are awarded will become the property of the *Cosmopolitan*. The drawings should be shipped securely packed, and addressed: "Submitted to Art Committee, *Cosmopolitan Magazine*, Sixth Avenue and Eleventh Street, New York," and in the upper left hand corner: "Not to be opened before first day of December, eighteen hundred and ninety-three."

We acknowledge with many thanks, the receipt of a bound volume of the *Locomotive Firmens Magazine* for 1892. The Magazine makes a book that is worthy a place in any library, and it should find a prominent place in the home of railway employés. Brother Debs has our sincere thanks for his kindness.

No. 38 of *Shoppell's Modern Houses* is received, and like its predecessors is filled from cover to cover with matters of interest to any who contemplate building a new or rebuilding an old house. It gives a perspective and floor plans of thirty-three houses costing from \$700 to \$8,000 each, the design on the first page being a particularly novel and pleasing one; it also contains two stable plans and other valuable information for builders.

*The New York Musical Echo* for April has the portrait of "Adonis" Dixey for its frontispiece and gives its usual assortment of new and pleasing music. This number contains five instrumental and four vocal pieces, and of the latter the song "Leonore" is worth more than the price of the book.

The Century Company will show in their exhibit at the Columbian Exposition a great number of interesting original manuscripts and drawings for important illustrations in *The Century* and *St. Nicholas*. Manuscript poems by Tennyson, Longfellow, Whittier and Bryant will appear in the *St. Nicholas* exhibit, with the manuscript of the first chapter of "Little Lord Fauntleroy," by Mrs. Burnett, and original stories by other well-known writers. The originals of famous letters and documents quoted in Messrs. Nicolay and Hay's "Life of Lincoln" will be shown, including a certificate of a road survey made by Lincoln in 1834, with bill for his services at \$3.00 a day, the letter of the committee apprising Mr. Lincoln of his first nomination for the presidency and his reply, the corrected copy of the inaugural address from which he read, March 4, 1861, the original draft of his proclamation calling for 75,000 men, drafts of important messages to congress, as submitted to the cabinet, Mr. Lincoln's written speech on presenting Grant his commission as lieutenant-general, and the autograph copy, in pencil, of General Grant's reply. Letters from General Grant to the editors of *The Century* regarding his papers for the War Series—the last from Mt. McGregor—will be exhibited, with original manuscripts by General McClellan, Joseph E. Johnston, and others.

The Century Company will show also how an illustration is prepared for the magazine, from the artist's drawing to the printed page, by wood-engraving, and by various photo-engraving processes; how the "Century Dictionary" was made, with copies of the earliest English dictionaries, and manuscripts and proofs of the "Century Dictionary" in various stages. This exhibit, with that of other publishers, will be found in the north gallery of the Manufactures and Liberal Arts Building.

# THE RAILWAY CONDUCTOR.

VOL. X.

CEDAR RAPIDS, IA., JUNE, 1893.

NO. 6.



## THE "OH WHY" GOAT.

Thou wondrous animal with horns well poised,  
And head low-bowed in warlike attitude,  
How oft, when musing thus alone, perchance,  
Thy secret nature hath been misconstrued;  
How oft, with sudden rush, thou hast upset  
The soaring dignity of human pride:  
What humble penitence hath swelled the heart  
Of him who hath thy sacred rights defied.

Thy noted feats of prowess and of strength  
Have made thyname renowned o'er all the earth;  
While thou hast bowed rash heads in humbleness,  
Full many thou hast filled with passing mirth;  
And yet 'tis not thy public life and acts  
That win for thee the laurel wreath of fame,  
But deeds enwrapt in secret mysteries  
That cast a halo round thine ancient name,

If thou could'st publish to the world at large  
The secrets banded down from sire to son—  
If thou could'st tell in language of to-day  
The wondrous feats thy graceful horns have done  
Within the veil of Mystery's abode  
Since first man learned to congregate by night,  
How would the curious among mankind  
Absorb the secrets thou might'st bring to light!

If thou could'st tell how oft the candidate  
In search of wisdom thou hast ever known,  
Has shook and trembled at thy plaintive bleat,  
And scarce could tell his soul was yet his own,  
And how, in fear, upon thy well-worn back,  
Reluctantly at last he takes a seat,  
With hands firm clasped about thy curving horns,  
He rides from whence to whither round thy beat.

And how at last—quick pausing, with thy feet  
Firm-braced—thou stoppest in thy mad career,  
While o'er thy head the quaking candidate  
With heels in air dost swiftly disappear;  
And how, while sprawling there upon the floor,  
Sans pride, in meek humility complete,  
With forward charge and horns laid well in rest,  
Thou exercisest then thy grandest feat.

If thou could'st tell all this to list'ning ears  
And breathe aloud the secrets whispered low  
Within the portals of those dark retreats,  
Where men are wont at eventide to go,  
What joy would'st thou confer on all mankind!  
But short-lived joy, alas! for secrets told  
Lose all their glamour, and insipid grow,  
As scenes our eyes day after day behold.

Ah, well it is thy tongue cannot repeat  
The secret doings or the whispered word.  
That only those who know can understand,  
Well, thou may'st never tell what thou hast heard  
How wise that thy hard hoofs can never give  
The mystic grip, or execute the sign—  
Yet he who studies thy rough ways may find  
In thee true symbol of a rare design.

As thou can'st not reveal the mystic works,  
The sign, the grip, the cabalistic word,  
So they, whom thou hast borne o'er rough-hewn  
ways,

On whom these hidden myst'ries are conferred,  
Should learn to be as silent as the grave,  
And seal their lips with secrecy profound,  
That whisp'ring winds may breathe it not aloud  
To eager ears, wide-oped to catch the sound.

Rare caution we may learn from thee as well,  
 For thou art never taken off thy guard;  
 And courage, too, as well as fortitude,  
 For naught they ready onslaught may retard.  
 And thou dost never hesitate at aught,  
 To reach the end thou mayest have in view  
 As many luckless mortals may affirm,  
 Who've had just cause thy doughty deeds to rue.

And those who recklessly provoke thy wrath  
 May find three lessons in a single span;  
 Obedience to His will who rules o'er all,  
 And justice unto brute as well as man;  
 For had they heeded well the golden rule,  
 And passed thee by in peace and quietude,  
 Thou had'st not taught them man's equality  
 In thine impressive manner, quaint but rude.

For thou hast no respect for high or low;  
 The rich or poor, the great or small alike,  
 Who trespass on thy rights or rouse thine ire,  
 Thy rampant horns ne'er hesitate to strike.  
 So let us merge these lessons all in one,  
 And by them rise from darkness into light,  
 Respect the rights of all, both brute and man;  
 Unto thyself be true, and walk upright.

C. C.

#### The Eve of Decoration Day.

BY S. F. SMITH, D. D.

On the afternoon before Decoration Day, I saw  
 in the house of a friend about thirty children and  
 young ladies, seated on the carpet. The house  
 was the home of one of the "Daughters of the  
 Revolution". The young people were gathering  
 many cut flowers into bouquets, and while they  
 worked they sang, from time to time, snatches from  
 the National Hymn, "My Country, 'Tis of Thee."

Sweet in the innocence of youth,  
 Born of the brave and free,  
 They wove fair garlands while they sang  
 "My country, 'tis of thee;"  
 How every bosom swelled with joy,  
 And thrilled with grateful pride,  
 As, fond, the whispering cadence breathes,  
 "Land where my fathers died."  
 Fair flowers in sweet bouquets they tied,  
 Breaths from the vales and hills,  
 While childish voices poured the strain,  
 "I love thy rocks and rills;"  
 Each face grew radiant with the thought,  
 "Land of the noble, free,"  
 Each voice seemed reverent as it trilled  
 "Sweet land of liberty."  
 And bud and bloom and leaf they bound,  
 And bade the living keep,  
 Unharm'd and pure, the cherished graves  
 Where brave men calmly sleep;

And thus while infant lips begin  
 To lip "sweet freedom's song,"  
 Manhood's deep tones, from age to age,  
 Shall still "the sound prolong."  
 I hailed the promise of the scene,  
 Gladness was in the strain;  
 The glorious land is safe while love  
 Still swells the fond refrain;  
 And what shall be our sure defence?  
 Who guards our liberty?  
 Not man;—not arms, alone,—we look,  
 "Our fathers' God, to Thee,"

*Children's Home Finner.*

#### An Interesting Exhibit at the World's Fair.

One of the most attractive and interesting exhibits at the World's Fair is that of the Keystone Watch Case Co., of Philadelphia, which enjoys the unique distinction of being the largest watch case manufacturing concern in the world. The exhibit is centrally located in Section O, Block 1, of the Manufactures and Liberal Arts Building, on the main or Columbia aisle. The booth is designed and finished on a scale of richness that admirably harmonizes with the goods exhibited. A pavilion classically proportioned, quaintly carved and finished in ivory and gold, forms an imposing background, while the show-cases, with their lavishly expensive finish, are a fitting repository for their glittering contents. Every possible description of watch case is numerously illustrated, and in a variety of designs that reveals the limitless ingenuity of the modern gold-worker.

The enormous factories of this Company occupy an entire block of ground in the Quaker City, give employment to 1300 individuals, and have an output of about 2000 watch cases per day! The entire resources of the concern are confined to the manufacture of cases only, just as the entire resources of the Elgin and Waltham factories are limited to the manufacture of movements only. Not a few of our readers may learn now for the first time that the cases and works of the watches in their pockets are made in different factories, having no connection whatever with one another—case manufacturing and movement manufacturing being entirely distinct industries. The Keystone cases are made by machinery of the most complicated character, much of which was invented by and is the exclusive property of this Company. They are also the sole proprietors of many well-known patents, the now world-famed thief-proof Non-pull-out Bow being one of the most valued. All their products, the best known of which are the popular Jas. Boss Filled Cases, are handled by our local jewelers.

Besides watch cases the exhibit has many special

features that are as instructive as curious. One of these is a movement in a four-ounce Leader silver case which continues to tick blandly though a weight of three hundred pounds is resting on the case. Another interesting curio is a silver case weighing five pounds seven ounces, and complete in every respect. It contains a regular American movement, which it both winds and sets. There are also shown many old and curious watches of all kinds, shapes and sizes, made within the past three hundred years, many of them of historic and all of mechanical interest. Those of our readers who may visit the Fair and desire to gain thereat a proper realization of latter-day manufacturing progress in its more refined aspect, should not fail to visit this handsome and elaborate exhibit of the Keystone Watch Case Co.

#### The Defence of the Schipka Pass.

This moment of confusion and wavering was well chosen by the Turks for an advance in great force from the western flanking spur toward the high road in rear of the Russian position, while another column from the eastern spur moved down simultaneously to join hands with it. Well might Captain Greene, the American military attaché with the Russians, whose admirable work is the authentic record of the war—well might he write that "the moment was the most critical of the campaign."

The moment was dramatic, with an intensity to which the tameness of civilian life can furnish few parallels. The Russian general, expecting momentarily to be environed, had sent out from between the fast-closing tentacles of the great octopus which was embracing him, a last telegram to the Czar, defining the inevitable issue, telling how his brave men had striven to avert it, and pledging them and himself to hold out, with the help of God, to the bitter end and the last drop of their blood. As the afternoon shadows were falling, Darozhinski and Stolietoff stood in the Turkish fire on the peak of St. Nicholas. Along the bare ridge below them lay the grimed, sun-blistered men, beaten out with heat, fatigue, hunger, and thirst; reckless, in their despondency, that every foot of ground was swept by the Turkish rifle fire. Others still doggedly fought on down among the rocks, forced to give ground, but doing so with sullen reluctance. The cliffs and valley echoed triumphant shouts of "Allah il Allah!"

Stolietoff cries aloud in sudden excess of excitement, grasps Darozhinski by the elbow, and points down the Pass. The head of a long black column is plainly visible against the reddish-brown bed of the rock. The troops about them spring to their feet.

The Turkish war-cries were drowned in the wild clamor of cheering which the wind carried from the sore-pressed defenders of the Schipka, in glad welcome to the comrades hurrying to help them.

#### The Trout Fisherman.

"Silent as an otter, the man moves into the water till it curls about his knees. An arm sways back and forth, and an insect flutters softly upon the surface of the pool some yards away. Quickly the arm sways again, and again an insect kisses the surface of the water. A flash of a silvery crescent, a splash in the water, a sudden, stronger swirl in the writhing current; then a sharp metallic discord rasps out against the song of the birds. The man's eyes blaze with a swift, eager light, his cheek flushes slightly; there is then exultation in every line of his face. His right hand clinches upon the wand, the rasping discord ceases, the wand arches to a semicircle and quivers with perilous strain, while two keen eyes rivet upon a shifting, swirling commotion that maddens the water here, there, back, forth, unceasingly. A boil of snowy spume upon the surface, a spatter of jeweled drops, a tinted shape curving in air an instant, an apprehensive 'Ah!' from the man's parted lips, and again the lithe wand curves and strains. So is fought the good fight, till skill conquers. Within the fatal net gleams a shining belly and pearl-bordered fins above a streak of olive gemmed with ruby spangles. The man's face glows with pride as he carefully bears his captive to the shore. Upon a fragrant bier of freshest green within the creel a dead king lies in state. All day the silent man creeps hither and thither along the stream casting, fighting, waiting, noting many things, till darkness falls; then homeward through the scented shadows, with a whisper of failing song from darkened copses. The man's feet are tired with a healthy weariness; the creel strap cuts deep into his shoulder, but his heart is light and his soul at peace. Not one evil idea has entered his mind all day, and he has learned much. That is trout-fishing—and do you people with money and leisure bear in mind the fact that if you spare the rod you may spoil yourselves?"—Ed. W. Sandys in *Outing* for May.

#### TO THE EDITORS:

In this section of the country train dispatchers are beginning to arouse themselves in regard to the O. R. T. and their promotion clause, and I think it calls for united action on part of A. T. D. A. to defeat it. I take the liberty of suggesting that every member should be stirred up on the vital importance to us of this matter.

The O. R. T. claims a right to promote two

operators to trick for every dispatcher hired. It will often happen that no dispatcher will be on hand, and then three operators in succession will receive promotion, which gives us no show at all, and in justice to ourselves we should oppose this clause by every means in our power.

Knowing our opposition to this clause the official organ of the O. R. T. rises to remark that the clause will be presented whether we like it or not. As it is clearly against my interest to receive a \$10 increase for a while and be compelled to commence my life over again should I be unfortunate enough to make an error, I for one will work against the O. R. T. in this matter with will and vim.

Shall we form a protective order, federate with the O. R. T. and assist operators in obtaining this clause at our expense? How can dispatchers talk of committing themselves to a course which will aid operators to work an injury upon them? Does not reason tell us to fight it and fight them hard and compel them to respect our rights? I propose the following course: Notify the O. R. T. that this promotion clause in regard to dispatchers must be left out of their schedules, and vacancies must be left to laws of supply and demand as heretofore, and that this clause must be removed from existing schedules. Until this is done we should openly oppose every schedule they present, and also give them to understand: First, that we will use every means individually and as an association to assist companies in defeating all such schedules; second, that we will also overcrowd their ranks by giving telegraph schools our moral support (active whenever possible), and will encourage the teaching of students wherever we can. This will be our way of fighting their policy of overcrowding the ranks of train dispatchers by the promotion clause (we can stand overcrowding if they can); third, we will keep a call sheet and put on record every time an office is not on hand and state length of call and what call was for ("o. s.," "impt. msg.," etc.) There would be several immediate changes on my division were this done now. We should surely expect a prompt service from operators whose salaries are being raised and who ask for pay for overtime. I think all the time a train dispatcher wastes calling for orders would more than overbalance any overtime. I do not see why we should shield operators as we do now, and in return for the favor have them working against us with all their power to enforce this promotion clause.

We can make a very interesting and profitable fight against this injury and demonstrate that our friendship is more to be desired than our enmity.

In conclusion, I will say that a number of our members favor protection, and the A. T. D. A. will be weakened unless active measures are taken to cement dispatchers together. The promotion clause presents a splendid opportunity to unite us for our common welfare, and is a good object lesson to convince protectionists that protection and federation with the O. R. T., while pleasing to the ear, will not protect the train dispatchers; the kind of protection we need seems to be protection from the O. R. T. and their promotion clause, which can be obtained by measures already given above.

In regard to the resignation of vice-president W. W. Olcott and his withdrawal from membership in the association, his reasons for doing so throw some light upon dark places. I had thought there might be something rotten in Denmark; or that the T. D. A. of A. had only become "a may-be-we-can-do-something" sort of an organization; or had fallen into a deadly lethargy or reaction produced by the arduous labors of the recent annual convention. I have heard that we are a protective organization, in some far away distant sort of a way. That is through the executive committee.

Now let me in all candor ask what protection can the executive committee extend to a T. D. A. who has a grievance? It is a too far away, too widely scattered, too much on the four corners of the earth plan to be of any benefit. The idea of the redressing of a grievance through the executive committee is a farce, a laughable comedy; and from what I can hear of the apparent results of the convention it has turned out to be a comedy of errors, and we as an organization are the laughing stock of other organizations. Although never an advocate of the organization becoming a radical one, or of using extreme measures to secure beneficial ends, I sincerely wished and hoped that the convention would have taken steps to bring out more permanent and stable measures than they did, but it is apparent what hands fashioned and controlled the convention. The hand writing is plainly on the wall "We train dispatchers as officials" mould and control these things according to our exalted ideas. Let me ask the members of the T. D. A. of A.—those who hug the special idea so fondly to their breast through our official organ—what salary do you receive? Is it that of an official? If we are officials we certainly ought to receive an official salary. There is very small pay in the idea alone. Let us reason together and compare notes. Facts and figures go a great way in the solution of these questions.

Train dispatchers receive \$80 to \$140 per month; engineers from \$150 to \$250 per month;

firemen from \$100 to \$150 per month; freight conductors from \$120 to \$200 per month; freight brakemen from \$80 to \$130 per month; switchmen from \$80 to \$100 per month.

Now look at these figures. If the train dispatcher is an official don't you think he is a poorly paid one, and can we fondly imagine that our present status is, our present ideas are, the means of placing our salaries on an official footing? We say by all means no. The far away widely scattered executive committee is no power for individual wrongs and grievances. The place of action is right at the point where the wrong or grievance is. The voice of one man representing the entire office, the voice of one man from each office representing the entire system or road, and the voice of one man from each system of road interested should be the voice of the systems combined.

Now don't set me down as not believing in the official position of the train dispatchers—far from it. I am and always was a firm believer and advocate of the official position of the train dispatcher; that his duties make him such; that he should be paid as such, and that favors and benefits should be extended to him as such; that he should be official in name and deed; that his name should be the only authority used in the distinct and responsible part of his duties, that is, in the issuance of orders, and for all work that he is responsible for. I do not think that I am stretching the point too far, or advocating too much, or estimating the services of the man who takes the lives of thousands and the property of hundreds of thousands into his hands; who works day after day, week after week, year after year, with no holidays, only such as he pays for (and sometimes dearly so) when I say that his pay should be equal at least to that of the division superintendent.

A general manager of one of the largest systems in the country, and of whom Jay Gould once said that he had no peer, said to me a short time before his death "Well, what is the matter with the train dispatchers of to-day? they are going backward; they are retrograding. The train dispatcher of to-day is not the train dispatcher of eight or ten years ago." I replied that the reasons were various. "What are they?" he asked. "Well, first, the compensation; second, the tendency to lower them, putting them down, denying them the privileges and favors granted eight or ten years ago with apparent pleasure and as an earnest appreciation of the work done. Again, the train dispatcher of to-day is too much hampered with other work not legitimately belonging to him, work that an operator should do. He has too much to look after outside of hand-

ling his trains; he is subject to the orders of too many officials—the superintendent, trainmaster and chief dispatcher—and too many of these of a disposition that is overbearing and arbitrary. It is driving the best talent out of the profession and creating a feeling of I don't care among those still working. Also the last reason mentioned has a tendency to make the train dispatcher careless and indifferent to the quality of his work. He loses his ambition and cherishes a feeling of disrespect and dislike toward his superiors." He said: "I had not thought of it in this way," and in my opinion there are many general managers and general superintendents who have not thought of it in this way.

To the members of the Train Dispatchers' Association of America let me say that we must wake up, and a more progressive policy must be adopted, or there will be more following the footsteps of Mr. Olcott.—*Webbfoot, in the Railway Age.*

#### —•— The Owners of the Universe.

Let us corner up the sunbeams  
Lying all around our path;  
Get a trust on wheat and roses,  
Give the poor the thorns and chaff.  
Let us find our chiefest pleasure  
Hoarding bounties of to-day,  
So the poor shall have scant measure  
And two prices have to pay.

Yes, we'll reservoir the rivers,  
And we'll levy on the lakes,  
And we'll lay a trifling poll tax  
On each poor man who partakes:  
We'll brand his number on him  
That he'll carry through his life;  
We'll apprentice all his children,  
Get a mortgage on his wife.

We will capture e'en the wind-god,  
And confine him in a cave;  
And then, through our patent process,  
We the atmosphere will save;  
Thus we'll squeeze our little brother  
When he tries his lungs to fill,  
Put a meter on his wind-pipe  
And present our little bill.

We will syndicate the starlight,  
And monopolize the moon!  
Claim a royalty on rest-days,  
A proprietary noon;  
For right of way through ocean's spray  
We'll charge just what it's worth;  
We'll drive our stakes around the lakes—  
In fact, we'll own the earth.

*From Great Thoughts, London, England.*



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

SPRINGPORT, Mich., May 16, 1893.

Some of the readers will wonder at my writing from a point so far distant from my home, in Marion Iowa, but the brief explanation that this is the home of my childhood will no doubt suffice. Although I wish to add that I am most wholesaley enjoying the presence of parents, sisters, brothers, friends, and old acquaintances. This in addition to the most lovely time I enjoyed at the Convention in Toledo is more of he ven than generally falls to the lot of a railroad man's wife or any other man's wife. However, this letter was not meant to be a personal affair. I wished to present to the readers of the Ladies Department the following concerning the Sister's work in Toledo at the open session of the L. A. to O. R. C., thinking those not present could in a measure catch the spirit there manifest, and those present be able to review the ideas set forth in the different addresses. Although I wish to say that the excellent manner in which they were most of them delivered added much to their charm. I am truly proud of the wives of the O. R. C. in general.

Yours

Mrs. N. D. HAHN.

#### LADIES' AUXILIARY MEETS.

Banner Division Welcomes the Delegates to Toledo.

The ladies of Banner division had decorated Memorial hall until it appeared like a bower of beauty. The decorations were of white lilies, which were grouped on the platform in profusion. In the center of the stage the charter of the order daped in heavy mourning, reclining on an easel, told in eloquent language, that a beloved and honored member had passed away.

The period intervening between the assembling of the ladies and the tap for order was filled with chatting after the style of a "sewing circle."

At 2:30 yesterday afternoon Mrs. James McMillan called the meeting to order. The grand officers took their seat on the platform. The session opened with the singing of "America," led by Banner division, No. 6, of Toledo. The grand senior marshal offered a prayer Mrs. McMillan, president of Banner division, welcomed the ladies in behalf of Banner division.

"Ladies and sisters, in behalf of the members of Banner division, No. 6, I extend to you a most hearty welcome to Toledo and the greeting of our local sisterhood. It is not only a pleasure, but we regard it as an especial privilege and honor to have you visit our city. Many of you have endured a long and weary journey from far-distant places. We trust you will feel compensated for it. The O. R. C. is justly regarded with approbation by everybody. It extends far and wide. Its influence for good is unlimited.

The Ladies' Auxiliary has contributed largely to the glorious achievements of this popular and useful association. And why not? What would it do without us? We live in an age of combinations and trusts. And the L. A. is the railway conductors' trust. Our auxiliary has grown, during the past two years, from 6 to 40 divisions. There are here to-day representative ladies from all parts of this broad continent. The city of Toledo extends to them a cordial welcome. In this convention the waves of the Atlantic are kissed by the golden sunlight of the Pacific.

The pines and the pineapples come together on the shores of Lake Erie. We are here to combine business with pleasure. The gates of the city are thrown wide open, and you will find our people hospitable and delighted with your presence. We again extend to each and all a hearty welcome to Toledo, the city of "Future Great" promise.

Mrs. J. H. Moore, grand president of the Auxiliary, responded as follows:

"I am glad to respond to the kind welcome offered—I who know so well what a welcome from Banner division means. I am acquainted with all these sisters, and know what efforts have been put forth to secure everything possible for our pleasure and comfort. I enjoy saying for the L. A. we accept all with pleasure, and hope to prove to you all that no class of women are more capable of completely entering into the spirit of the occasion and accepting with perfect grace and truly enjoying all offered—the wives of conductors are not hard to please; no gift too small to be unnoticed; no gift too large to be accepted. The kindness offered touches the hearts of all, and bring us back to the old saying 'Gifts from the hands are silver and gold, but the heart gives what silver and gold cannot buy.'

"There was a very pretty custom in vogue in ancient times. It was like this; parties or persons, visiting a country, city, or tribe, always covered with the offering to be laid at the feet of the rulers, of the country, city or tribe visiting. If their offering was accepted they were allowed the privileges of this country, city or tribe visited. In visiting Banner division did we, the representatives of the L. A. to the O. R. C., bring our offering which we place at the feet of Banner division. Our offering may not be considered as were the offerings of the ancients, which were many times given magnificent presents, consisting of gold, silver, precious stones, fine raiment and sweet smelling herbs. But our gift surpasses these ancient gifts by far. We bring peace and harmony, true friendship, sisterly love, and ask the ruler of Banner division to accept our gifts in the spirit in which they are offered and in the name of the cause we represent.

"Our associations with the representatives of the fifth annual convention of the L. A. to the O. R. C., at Toledo will be among the most cherished memories of our lives. And now, my sisters of Banner division, accept a feeble expression of our grateful appreciation of your kindness, with our heartfelt wishes for your future welfare, happiness and prosperity."

Solo by Mrs. Clarence Wells.

ADDRESS BY PAST GRAND PRESIDENT, MRS. RAGON.

I always fall in line of march when duty demands. To-day pleasure and duty are so combined that I would surely have been registered as a volunteer had I not been "mustered in." It is a wise and truthful saying, that "speech at its best is silver, while silence is golden." It is but natural for us all to choose the better article. However, I shall be glad to be as silver or any baser metal if so be I may say a word for our Auxiliary. I am not sufficiently recovered from the great pleasure I enjoyed at once more meet-

ing with you to be able to say much else than I am glad to be here; glad to meet you all again and to know and realize our order is making sure and rapid progress.

There is nothing to which I look forward with greater delight and anticipation than our annual coming together, and I trust this session of our grand division, the guests of Banner Division and Conductors of No. 26, will prove a pleasurable and profitable time to us all.

In the years that it was my privilege to stand at the head of this organization, I often wondered could it be—would it ever be—that ours would some day be a thoroughly established and well founded order, and I had viewed with eyes of faith the promised land beyond. I am thankful that I have lived to see that day, and am proud that I can look into so many faces beaming with an honest concern and love for the principles embraced in the L. A. to O. R. C. What pleases me most on this occasion is the fact that we are meeting in conjunction with the conductors, and as a result we have with us this afternoon, ladies who are not members of our order. To such we extend a most cordial welcome, and feel sure that when once the principles of our cause come to your heart with a likeness of their general character and worth you will gladly extend us your hand and your support. "Charity and True Friendship,"—what a beautiful motto. How much it embraces. Everything—all things. I have always said, and I am still of the opinion that the elevation of our social standing and our social habits does more for us than any other one thing. Be courteous to each and all alike, for courtesy is the perfume of Christian graces. Its luster should be an expression of the best emotions of the soul. It confers substantial benefits and brings the sweetest returns. May we build up in ourselves, as also in others, true nobility of character, being kind to the poor, gentle to the sick, merciful to the fallen, and charitable to all, and thus help to dispel the clouds which conceal the dawn of ideal day. Let us strive to illustrate in our daily lives that amid all life's quests there seems but one worthy—to do men good. The golden day is still in the distance, though earnest hearts, with myriads of co-workers, are toiling for it, and if we do not live to see it we have the blessed assurance that we have sown the seed and nurtured the plant. To the officers, deputies and those in charge of this year's management, I can but offer words of praise, and to the order universal, both individually and collectively, a silent prayer for God's choicest blessing.

Mrs. Sylvester sang, "The Song that Reached

My Heart," and for an encore "When the Dew Drops Kiss the Daisies."

Grand Senior Sister Marshal said:

"Mrs. President and Ladies: Our minds are centered on one idea, that is to make a glorious success of the organization. In attempting early organizations there were many discouraging experiences, but these have been overcome and it has been demonstrated that we can think for ourselves, and the age demands that women should know something besides nursery logic.

"In all the work we have been guided by Christian principles, and in the adoption of these, minds have been broadened and we have come nearly to the ideals of real Christianity.

"During the last two years life has been infused into 40 divisions. These can be doubled and with the help of a kind ruler, the time is short when we will be in the front line of sister organizations.

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#### MRS. C. P. HODGES.

##### The Method of Building Up the Auxiliary for Good Work.

Mrs. C. P. Hodges read the following paper entitled, "The Building Up of Our Auxiliary:"

Sister President, Sisters and Brothers:—I will endeavor to define the construction of a substantial building, which will withstand the tempests and storms of ages; that will not crumble and fall, but firmly stand, a monument to the faithful workers whose hands reared its massive walls and shaped them in symmetrical beauty.

To insure the safety of any structure, its foundation must first be carefully and strongly built, of the best material, deeply sunk in the ground on which it stands. The ground for our auxiliary building has been wisely chosen, the Order of Railway Conductors having opened up a large area for this purpose, and the first steps of its masonry have been completed, its corner-stones securely laid, and eager workers are daily adding their labor to complete a building indicative of the possibilities of woman's work.

The corner-stones are Sociability, Morality, Charity and True Friendships. From each corner a grand and beautiful wall is daily growing, with all the attendant ornamental provisions necessary, as well as a substantial structure. It has taken several years to lay this foundation and the work has been so carefully and thoroughly done that its desirability is unquestioned. The first corner laid was Sociability, the small band of workers, Ladies of the "Royal club," beginning with the material at hand, and so finishing and polishing their work that the skilled labor remains, a monument to their efforts.

These workers were joined by others and the corner-stone "Morality" was laid. Here great care was taken in choosing workers as well as material, and a high standard of excellence was the result. The character of the builders must be unassailable. Among the materials used in the side walls after the corner-stone Morality was laid were chippings from the stone itself—Ability, Earnestness of Purpose, Worth of Character, Sobriety and Purity.

Our builders in laying the corner stone "Charity" have shown themselves to be earnest and desirous of using to the best advantage all material given them. The builders themselves cheerfully take up each other's burdens, bearing with each other's frailties and assisting one another, proving themselves to be friends indeed.

True Friendship is the corner-stone over which the "open portal" stands; its wide and inviting entrance tempting the builders to enter and rest.

Not alone the outward appearance of our building should merit consideration, but the interior furnishings most particularly.

The building up of our Auxiliary will always be successfully carried on with able and conscientious women at the head, directing and executing the work in all its various phases.

To those outside our true friendship portal, who may consider our work and its benefits of sufficient merit to wish to enter and be instructed, we cry "Welcome" and

May Charity and Friendship true,

And guard and keep us right.

To keep our sacred truths in view

And purest love unite.

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#### Original Poem by Mrs. N. D. Hahn.

Ladies and Gentlemen, Sisters and Brothers,  
I hold you as such, for there are few others,  
In all this broad land more closely allied  
Than we, by the bonds of our sympathies tied.  
My heart throbs with pleasure to meet you to-day,  
Dear friends, who have journeyed from homes  
far away:

And you who abide in the city or near,  
Indeed it is joyful to meet you all here.  
Words fail in expressing the rapt'rous delight  
That steals o'er my soul at this beautiful sight;  
The clasping of hands, the smiles amid tears,  
As friends meet again who have not met for years.  
The warm cordial greeting of strangers before,  
Who feel from this day they'll be strangers no  
more.

Methinks if on earth we have foretastes of heaven,  
In reunions like this a foretaste is given.  
I said some were strangers whom we have met  
here,

And thus common usage would make it appear;  
As far as the face and the form are concerned  
The sound of the voice and all features discerned,  
We truly were strangers, but such is our life,  
And such are our interests, our conflicts, our  
strife;

Our meetings, our partings, our work and our  
care,

It almost would seem that our life we must share.  
And though we may never have met face to face,  
Have lived far apart as to city and place,  
Yet in these particulars are we not one,  
And through these awakened to what should be  
done

To lighten our burdens and open the way  
To higher intentions and more perfect day?  
This year of all others preceding we find  
Is yielding her fruits to the earnest of mind;  
Rich blessings are hanging in reach of us all,  
Yes, ready and ripe to be caught as they fall.  
But only the watchful and patient of heart  
May hope to be able to gather a part,  
And as we are reaping what others have sown,  
We also are sowing the seed to be grown  
For others to gather. Thus great is the need  
Of using much care in selecting our seed.  
Drops from the deep ocean and small grains of  
sand

Make up the sum total of mountain and land,  
And each of us here, no matter how small,  
Must reckon ourselves a part of the all  
That makes up our member. Each action and  
word

Will leave its impression; emotions are stirred  
From simple beginnings that follow through life.  
And gender the spirit with which it is rife.  
If love be our motto and wisdom our aim.  
There's scarcely one blessing we each may not  
claim.

Thus what a grand union we all would compose,  
To battle with error and vanquish our foes.  
Peculiar temptations await us at hand,  
Peculiar resistance we need to withstand,  
We aid one another, and may we not find  
In unions like this many blessings combined?  
Financial advantages, social exchange,  
And moral and mental improvements arrange,  
And show to the world that we are not behind  
In freedom from bondage and freedom of mind.  
Dear brothers, we meet you as sisters most true;  
Dear sisters, here gathered, we feel that in you  
We find only friendship, unchanging with years,  
We meet you with pleasure and leave you with  
tears.

God grant, as we gather in days that succeed,  
That wisdom will guide us and love be our creed.  
In honor preferring that others should stand,

Remembering the eye cannot say to the hand  
It is of no use, for one body are we  
And unto the members less honored we see  
Most honor bestowed, each filling her place  
With truest intention and sisterly grace.  
God bless the Auxiliary, long may she live;  
And richest of treasures her faithfulness give.  
May hearts be made lighter, and better as well,  
And others her story of excellence tell.  
May brothers grow stronger by what we have done,  
And find our example as bright as the sun.  
God bless their "grand order" where'er they may  
meet,

May brotherly love be so broad and so deep  
That nothing of selfishness causes a jar,  
Or naught of injustice its peacefulness mar;  
Thus banded together as sisters and brothers.  
We'll all help the one and we'll each help the  
others.

Mrs. Smith, of Port Huron said:

Although our division is yet in its infancy,  
there are many thoughts that come coursing  
through my mind concerning the noble order of  
the L. A. to O. R. C., a co-worker with an order  
to which so many of our loved ones belong,  
being bound by the golden chain of mystery into  
a closer union with one another.

The aims and purposes of this auxiliary are to  
unite the interests of the wives of railroad con-  
ductors both socially and morally to a higher  
state of womanhood. It reaches its hands out to  
every wife of the members of the O. R. C., and  
draws them into a sisterhood, binding them in  
true friendship and enrolls them on the pages of  
progress, drawing out the intellect that has been  
slumbering for want of an opportunity to break  
its fetters and show to the world that beneath  
the rough exterior the diamond is concealed.

Until the present half century woman was com-  
paratively unknown outside the kitchen and nur-  
sery. Paul said woman should not be heard in  
public places, but should stay at home and learn  
of her husband. That text has been handed down  
and practiced until woman was considered noth-  
ing in business and learning. My sisters and  
friends, as we look back along the line and see  
the advancement of woman in the past few years  
we are filled with amazement.

The Ladies' Auxiliary has opened another door  
through which woman may pass as one who  
wields a great influence. Therefore, as members  
of this order, let that influence be for high and  
noble purposes, ever reaching out and beyond.

To reap the most good from our order we  
should found it upon the great corner-stone "Sis-  
terly Love"—that great gift handed down to us  
by the Grand President above. The mystic tie

of our order makes us sisters in fraternity, binding us heart and hand in one fraternal union.

The following is the report of the Grand Secy. and Tres., Mrs. E. Higgins, of Columbus, Ohio. It shows the financial condition of the L. A. to O. R. C. at the present writing, its increase during the past year and gives some idea of the work of the order in general. The report of the secretary is as follows:

To the officers and members Grand Division Ladies Auxiliary to Order of Railway Conductors, Sisters: In accordance with the constitution and bylaws of the Grand Division I have the honor to submit herewith my report for the month ending May, 1893.

Received during year.—

By institution of divisions .....	\$270 00
Supplies .....	89 43
Grand dues .....	190 75
Profit on badges .....	12 50
Cash balance, June 18, 1892 .....	144 52

Total .....\$707 20

Disbursements:—

By grand president and deputies .....	\$ 57 00
Postage .....	35 16
Printing .....	129 20
Charters .....	77 00
Expressage .....	5 55
Stationery .....	3 45
Seal .....	3 50
Sundries—Supplies .....	3 89
Cash on hand .....	382 20

Total .....\$707 20

Members .....	815
Members dropped for non payment .....	25
Members deceased .....	3
Members withdrawn .....	·
Total increase of divisions .....	19
Total increase of members .....	327
Total increase of money .....	\$247 68
Number of divisions per last report .....	20
Number of members per last report .....	488
Number of divisions, May 9, 1893 .....	40

In closing it is needless to say that the past year has been a successful one. The foregoing report shows in detail its every transaction. I take this opportunity of tendering my heartfelt thanks to the grand officers and secretaries of subordinate divisions for their willingness to comply with my requests from time to time. To the grand officers I extend thanks for kindly advice and assistance in the performance of my duties. Trusting that a continuance of the success, which our auxiliary deserves, I am yours in T. F.

MRS. E. HIGGINS,  
Secretary and Treasurer.

List of Delegates.

Following is the list of delegates in attendance:  
Mrs. J. W. Sylvester, Bethlehem division No. 1,

Cleveland; Mrs. Crobbe, Loyal division No. 2, Creston, Iowa; Mrs. C. E. Ragon, Capital City division No. 3, Columbus, O.; Mrs. Harry Hennessy, Andrew's division No. 4, Elkhart, Ind.; Mrs. McCaulay, Ericsson division No. 5, Philadelphia; Mrs. E. W. Purrett, Banner division No. 6, Toledo; Mrs. J. Perry, Newark division No. 7, Newark, O.; Mrs. J. B. Van Dyke, Eastern Star division No. 8, Sunbury, Pa.; Mrs. Elms, New Jersey division No. 9, Camden, N. J.; Mrs. George Partridge, Eastern Lily division No. 10, Frankfort, Ind.; Mrs. Dell Robinson, St. Louis division No. 11, St. Louis, Mo.; Mrs. Robert Myers, Autumn Leaf division No. 12, Bellevue, O.; Mrs. W. C. Turner, DeSoto division No. 13, DeSoto, Mo.; Mrs. Rutter, Enterprise division No. 14, Ottumwa, Ia.; Mrs. J. N. Soffen, Galesburg division No. 15, Galesburg, Ill.; Mrs. A. B. Spach, Erie division No. 16, Huntington, Ind.; Mrs. E. N. Foote, Benevolent division No. 17, St. Joseph, Mo.; Mrs. F. Hocaday, Leap Year division No. 18, Andrews, Ind.; Mrs. Cavanaugh, Excelsior division, No. 19, Des Moines, Ia.; Mrs. J. Cavanaugh, Springer division No. 20, Wilkesbarre, Pa.; Mrs. C. W. Gaines, Golden Rule division No. 21, Oneonta, N. Y.; Mrs. J. Stauffer, division No. 22, Butler, Ind.; Mrs. Bresnahan, Denver division No. 23, Denver, Colo.; Mrs. Bartlett, Pike's Peak division No. 24, Colorado Springs, Colo.; Mrs. D. Hilgartner, Myrtle division, No. 25, Chicago Junction, O.; Mrs. D. C. Rodgers, Aura division No. 26, Collingwood, O.; Mrs. A. N. Ridenous, Lima division No. 27, Lima, O.; Mrs. Sam Deustin, division No. 29, Memphis, Tenn.; Mrs. J. P. Newell, Prospect division No. 30; Mrs. C. G. Smith, Michigan division No. 32, Port Huron, Mich.; Mrs. Frenze, Madonna division No. 34, Baraboo, Wis.; Mrs. ———, division No. 35, Tacoma, Wash.; Mrs. E. J. Palmer, Moscow division No. 35, Ellensburg, Wash.; Mrs. Watson, Columbia division No. 37, Cedar Rapids, Ia.; Mrs. N. D. Hahn, Gloria division No. 38, Marion, Ia.; Miss Keating, Columbian division No. 40, Buffalo, N. Y.

The ladies of Banner division conferred the "Oh Why" degree on a great many candidates. The hall was overcrowded and the initiation took place by squads. The degree is full of funny situations and impressive ceremonies. It is said to completely cure conductors of all habits of flirting.

The next Grand Convention will be held at Atlanta, Georgia, within the next two years. It will be held (as I understand) in conjunction with the O. R. C., and I am sure if the sisters not yet members of the Auxiliary could know a very small part of the enjoyment obtained in a meet-

ing of this kind, they would make haste to organize an auxiliary in their place of residence if possible. I should judge the most of the husbands enjoyed the presence of their wives with them at the convention, too, and certainly a more enjoyable time could not well be imagined. Toledo Division No. 26, Banner Division No. 6, and the people of Toledo, each and all did all in their power to make the sojourners in their city happy. Nor did they fail, as myself and many other favored ones can testify. And one of the brightest spots in my memory, will be the time spent in the city of Toledo, in convention with many kind, intelligent and pleasant wives of the O. R. C.

N. D. H.

ELLENSBURG, Wash., May 1, 1893.

*Editor Ladies' Department:*

Cascade Division, No. 36, was organized April 13, 1893, with the following officers: President, Mrs. Sarah Dunlap; Vice President, Mrs. Haines; Secretary and Treasurer, Mrs. Smith; Senior Sister, Mrs. Wilgees; Junior Sister, Mrs. Bostock; Guard, Mrs. Leslie. Mrs. Palmer, grand western organizer, was with us for two days and left a very deep impression upon the members here, also joining our division. We have a membership of ten and all are workers for the cause. Our meetings are on the second and fourth Wednesdays of each month, and at present are held in the K. P. hall. We have elected a delegate, but as we are just starting and have not got much surplus money in the treasury, thought best not to be represented this year. This is my first attempt to write a letter of this kind and all the readers of the journal will excuse mistakes this time and I will try to do better next time. The O. R. C. are to organize some time in June with a charter membership of 17, and there are several B. of R. T. conductors who will be ready to join as soon as convenient. Wishing all the readers to overlook all mistakes, also wishing the readers of the journal a long life, perpetual friendship, and harmony toward all, I remain yours in T. F.

Mrs. W. R. BREED.

#### Progress Vote.

Let every man who has a vote

Vote for "Progress!"

Not for party, peace or pleasure;

Not for favor, fame or treasure;

Vote for every honest measure—

Vote for "Progress!"

Vote as if your vote might carry—

Vote for "Progress!"

Franchise is a gift from heaven,

Sacred trust to manhood given;  
Be not like dumb cattle driven—  
Vote for "Progress!"

Vote for men above suspicion—  
Men of "Progress!"

No, not wirepullers! nay forsooth!  
But men who from their early youth  
Lov'd justice, honor, God and truth—  
Fought for "Progress!"

That man who sells his vote for gold  
Should be a slave!  
What! sell thy birthright for a bribe,  
And kinship claim with Esau's tribe?  
Such meanness scarce can we describe,  
Both fool and knave!

Vote for your country, God and home,  
And for "Progress!"

Don't say, "Let well enough alone,"  
But kick aside each stumbling stone  
As if this land were all your own—  
Vote for "Progress!"

—John Imrie, in *Ladies Department of the Railway Conductor*.

One of our recent speakers, in commenting on the tendency of the times to mingle religion with politics, very aptly said "that it had been declared that one must not mix politics with religion, but he had always noticed that if we did not there wasn't apt to be much religion about our politics", which to me is only another way of saying our politics may be such that the questions of right, and justice, may have been entirely left out. During the last few years I have thought very earnestly on these questions, and I can discover no dividing line between them. I cannot for my life find where the one ends and the other begins, they seem to me to be so interwoven as to be inseparable. Jesus (our great teacher) did not advance the idea that the highest type of christianity consisted in merely saving self, but voiced the higher truth which involves the question how can I save humanity? Now it seems to me that it would be much harder to save a hungry, suffering, discontented, ignorant, antagonistic, half-naked throng, than one whose physical and intellectual needs had been supplied. Mankind, at the present stage of development, is more conscious of their physical needs, than those of any other department of his being, and until the legitimate demands of his conscious nature have been supplied it will be very nearly useless to appeal to them to see to it that needs of which they are as yet unconscious are met; we have in all things to begin at lower altitudes to reach the heights to which we aspire,

and this rule holds good here as in all other realms of thought and action. What is right in politics cannot be wrong in the highest, truest religion, and what is right in religion must be right in the highest, truest type of politics. It seems to me that if the blessed privilege were to be accorded to me of voicing my sentiments in the affairs of government, by casting a ballot for the weal or woe of myself, and all humanity, that I should be very careful how I voted. I know one thing, I would not lend my aid to perpetuate the present abominable and iniquitous systems and laws, that surround us on every hand and that have been inaugurated by the classes against the masses. It seems to me that the actions and doings of men in the past can only be compared to those of a flock of sheep; there would be a few leaders, and the rest of the flock never questioned where those leaders were going to take them, they just followed, some in ignorance, some through prejudice, but the most of them simply went with the crowd. Dear friends, the time has passed for such carelessness. We must arise and awake, do some thinking for ourselves, look the existing unjust and baneful conditions that prevail and threaten us squarely in the face, and not be so married to any political or religious creed or dogma as to hinder our progress. Be free, stand out and claim your privileges, your freedom, your liberty from all thralldom, and then we may hope for great achievements. Dear Sisters, we can't vote, but we *can talk*, and let us use our voice to help to mould the thoughts and deeds of those who can claim this precious boon, and the day will not be far distant when brighter and better times shall dawn, not only for one, or the few, but for all.

FREDA DIXON COMSTOCK

#### Seasonable Blessings.

When the days are short and dreary,  
 When the cold winds fiercely blow,  
 When earth wears her sternest aspect  
 In her garb of ice and snow,  
 How we long for balmy breezes!  
 How we hail the lengthening days!  
 And rejoice whenever the sunshine  
 Shows its ever-welcome rays.  
 Memory paints in brightest colors,  
 Hills and vales "with verdure clad"  
 Where the birds in sweetest concert,  
 Fill the air with music glad.  
 And we picture sunny cornfields,  
 With their crops of waving gold,  
 Ocean blue in sparkling wavelets,  
 Bringing joy to young and old.

But when all these scenes so ch  
 In their turn with us abide,  
 Are we always glad and thankful,  
 Are we always satisfied?  
 Do we ne'er repine and murmur  
 At the summer's ardent glow?  
 Sighing then for autumn breezes,  
 Sometimes e'en for frost and snow.

Dark days bring us social pleasures,  
 Sweet home joys cheer winter's reign,  
 Let us therefore be contented,  
 While they with us yet remain.  
 For we know the times and seasons  
 Have appointed work to do,  
 And they bring us special blessings,  
 As they each their course pursue.

By E. A. Lempriere Knight.

#### I Climb to Rest.

Still must I climb if I would rest:  
 The bird soars upward to his nest;  
 The young leaf on the tree-top high  
 Cradles itself within the sky.

The streams that seem to hasten down,  
 Return in clouds, the hills to crown;  
 The plant arises from her root  
 To rock aloft her flower and fruit.

I cannot in the valley stay;  
 The great horizons stretch away!  
 The very cliffs that wall me round  
 Are ladders into higher ground.

To work—to rest—for each a time;  
 I toil but I must also climb,  
 What soul was ever quite at ease  
 Shut in by earthly boundaries?

I am not glad till I have known  
 Life that can lift me from my own;  
 A loftier level must be won,  
 A mightier strength to lean upon.

And heaven draws near as I ascend;  
 The breeze invites, the stars befriend;  
 All things are beckoning to the Best;  
 I climb to thee, my God, for rest!

LUCY LARCOM.

#### Unbelief.

There is no unbelief;  
 Whoever plants a seed beneath the sod,  
 And waits to see it push away the clod,  
 He trusts in God.

says, when clouds are in the sky,  
ing of this kind at heart; light breaketh by and by,"  
ize an auxiliary? Most High.

sible. I should

joyed the pre-sees 'neath winter's field of snow,

The silent harvest of the future grow,  
God's power must know.

Whoever lies down on his couch to sleep,  
Content to lock each sense in slumber deep,  
Knows God will keep.

*Messenger of Truth.*

ALBIA, Iowa, April 23, 1893.

*Editor Ladies' Department:*

The conductor came to us to-day and I have been looking over its pages eager to see what our sisters have to say, but I must confess I am somewhat disappointed not to hear from more of them, but it is so near time for the meeting at Toledo, that I presume many of them are busy with their wardrobe. It is nice and right to look as neat and pretty as possible, but I hope the ladies we meet at the Grand Division will not be there for the purpose of showing how nice they can look. I hope we, as an auxiliary, shall be able to do much good at this meeting. Our delegate from Enterprise Division No. 14, L. A. to O. R. C., is Mrs. Lydia Rutter, and I feel sure we will be ably represented. Our ladies have done much in the past year to make Enterprise Division No. 14, all we claim for it. The Ottumwa Division, No. 216, O. R. C., I think will agree with me, when I say the order surely seems more prosperous than it ever did in the old days when the auxiliary did not exist. The brothers have just furnished them a neat and pretty hall, and kindly allowed the ladies privilege of holding our meetings there. In fact, we have never had it any other way, for our auxiliary is surely appreciated here if it is in any place, as has been substantially demonstrated from the first. Our Brothers, too, (if you will kindly bear with me in my boasting,) do not hold their meetings on Sunday afternoon, as many of the divisions do, but kindly reserve this day of all the week, the only day in which the wife and mother of the home, can call her own, to spend with her and family; also the sweetheart can appreciate this, for as everyone knows, the O. R. C. men have just as many leisure hours on the week day as he has on Sunday, and I think it unjust that the family should be deprived of the company of the one they most care for on the only day they are all at leisure to enjoy his company. And allow me to say right here, that this is largely the cause of the complaining of many divisions of the lack of attendance on the part of its members. Of course all true ladies of

the auxiliary will be willing to part with their husbands a while for the good of the order, but I think the different divisions will find that a much better attendance can be had on a week day, for this reason, all their wives will appreciate their being free to remain at home on Sunday, and will urge them to the lodge attend on Monday.

Ottumwa Division No. 216 meets on Monday, and my husband tells me the order never was so strong as at present. There is one more thing I wish to speak of and that is the conductors' journal. I find many members do not take it. Now, this is not right. This magazine is ours, and who does not love his own. We, as wives, if our husbands do not take it, should see it is in the house. Some years ago I had it sent to my husband as a surprise, and it was so appreciated that it continues to come to our home a welcome visitor, and it is a comfort to see how eager it is gone over each time it makes its appearance. Everyone should be interested in it, and try to make it just as good as possible, and the way to do this is for each division to contribute an article, at least once a quarter. I hope to hear from many of our ladies in the next month's journal.

Yours in T. F.

MRS. A. W. SIMMONS.

The April number of the *Switchman's Journal* contains the following cheering item about the World's Fair." It says:

"The exposition will be opened in readiness for visitors May 1. An abundance of drinking water, the best supplied to any great city in the world, will be provided free to all. The report that a charge would be made for drinking water probably arose from the fact that Hygeia water can also be had by those who may desire it at 1 cent a glass. Ample provisions for seating will be made without charge. About 1,500 toilet rooms and closets will be located at convenient points in the buildings and about the grounds, and they will be absolutely free to the public. This is as large a number in proportion to the estimated attendance as has ever been provided in any exposition. In addition to these there will also be an equal number of lavatories and toilet rooms of a costly and handsome character, as exhibits, for the use of which a charge of 5 cents will be made. The admission fee of 50 cents will entitle the visitors to see and enter all the exposition buildings, inspect the exhibits, and, in short, to see everything within the exposition grounds, except the Eskimo village and the reproduction of the Colorado cliff dwellings. For these, as well as for the special attractions on Midway plaisance, a small fee will be charged. Imposi-

tion or extortion of any description will not be tolerated. Free medical and emergency hospital service is provided on the grounds by the exposition management. The bureau of public comfort will provide commodious free waiting rooms, including spacious ladies' parlor and toilet rooms, in various parts of the grounds."

No doubt this is a just statement as to the free supply of all needful accommodations inside the grounds, notwithstanding the bugbear articles to the contrary current in our daily papers.

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#### Hints on Grace and Beauty.

"A girl who sits ungracefully is a rarity," said an artist. "The sex's poses in a chair are instinctively and unconsciously sightly. Then why will not girls practice a good carriage? They spend hours of prayer and effort over their bands and make-up, yet everybody knows a fine figure is the most important requisite of all. Any face can be rendered attractive by expression. Any face for which we care becomes beautiful to us. But even love can only soften dislike to regret over a round-shouldered, hollow-chested form. Good carriage induces a good figure. It at least throws such lines as you have into an adjustment of harmony. It will make your dresses fit better, last longer, and look finer while they last. A head well carried comes soon to be 'well poised.' Shoulders well squared back fill up your bodice and improve your silhouette as well as your profile. Hips well balanced make your gowns drape gracefully in spite of your dressmaker. Feet that come down to the ground prettily come near being pretty feet. Even an ugly hand escapes criticism if well used. A short neck is forgotten if one's head moves well. If women would spend their time bathing, rubbing, and exercising they would have something to show for it. Instead they sit around in 'masks' or make themselves hideous over night. They use washes, prescriptions, and oils, and they don't half wash. O, yes, that is true. Many women, especially those addicted to greases, do not half wash. Absolute cleanliness—sweet, wholesome, dainty cleanliness—is the best and only safe cosmetic in the world."—*N. Y. Sun*

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You cannot bring the best out of a man unless you believe the best is somewhere in him.

Life becomes useless and insipid when you have no longer either friends or enemies.

We had better appear to be what we are than affect to appear what we are not.

#### The Conquered Banner.

Furl that banner, for 'tis weary;  
Round its staff 'tis drooping dreary;  
Furl it, fold it, it is best;

For there's not a man to wave it,  
And there's not a sword to save it,  
And there's not one left to lave it  
In the blood which heroes gave it;  
And its foes now scorn and brave it;  
Furl it, hide it—let it rest!

Take that banner down! 'tis tattered;  
Broken is its shaft and shattered;  
And the valiant hosts are scattered

Over whom it floated high.  
Oh! 'tis hard for us to fold it;  
Hard to think there's none to hold it;  
Hard that those who once unrolled it  
Now must furl it with a sigh.

Furl that banner! furl it sadly!  
Once ten thousands hailed it gladly  
And ten thousands wildly, madly,  
Swore it should forever wave.  
Swore that foeman's sword should never  
Hearts like theirs entwined, dis sever,  
Till that flag should float forever  
O'er their freedom or their graves!

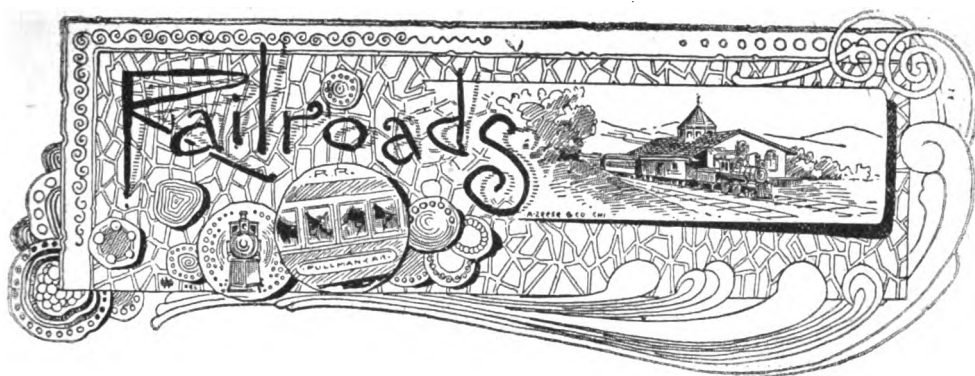
Furl it! for the hands that grasped it,  
And the hearts that fondly clasped it.  
Cold and dead are lying low;  
And that banner—it is trailing!  
While around it sounds the wailing  
Of its people in their woe.

For, though conquered, they adore it:  
Love the cold, dead hand that bore it,  
Weep for those who fell before it!  
Pardon those who trailed and tore it!  
But, oh! how wildly they deplore it,  
Now who furl and fold it so.

Furl that banner! True, 'tis gory,  
Yet 'tis wreathed around with glory  
And 'twill live in song and story,  
Though its folds are in the dust;  
For its fame on brightest pages,  
Penned by poets and by sages,  
Shall go sounding down the ages—  
Furl its folds though now we must.

Furl that banner softly, slowly!  
Treat it gently—it is holy—  
For it droops above the dead.  
Touch it not—unfold it never;  
Let it droop there, furled forever,  
For its people's hopes are dead!

*Father Ryan.*



**EAST TENNESSEE, VIRGINIA & GEORGIA RAILWAY,**

CHAS. M. M'GHEE AND HENRY FINK, RECEIVERS.

**MEMPHIS & CHARLESTON RAILROAD,**

CHAS. M. M'GHEE AND HENRY FINK, RECEIVERS.

**MOBILE & BIRMINGHAM RAILWAY,**

T. G. BUSH, RECEIVER.

**KNOXVILLE & OHIO RAILROAD,**

W. A. VAUGHAN, GENERAL SUPERINTENDENT.

KNOXVILLE, Tenn., April 6, 1893.

Commencing April 15th, 1893, the following regulations and rates of pay will be in force:

**RATES OF PAY—CONDUCTORS.**

	Mileage.	Passenger Per Month.	Through Freight Per Trip.	Local Freight Per Month.
<b>EAST TENNESSEE DIVISION:</b>				
Chattanooga and Bristol.....	242	\$110 00	....	....
Knoxville and Bristol.....	131	110.00	3.50	90 00
Knoxville and Chattanooga.....	109	110 00	3.25	90 00
Knoxville and Cleveland.....	82	....	2.25	....
Knoxville and Paint Rock.....	85	90 00	2 50	90.00
Knoxville and Jellico.....	65	90.00	2 25	90.00
Knoxville and Oakdale.....	56	85.00	2 25	....
Knoxville and Coal Creek and return.....	62	....	2 25	....
Knoxville and Oliver Springs and return.....	72	....	2 25	....
Citico and Cleveland.....	27	....	1 12-5	....
Embreeville and Johnson City.....	...	....	....	90.00
<b>ATLANTA DIVISION:</b>				
Macon and Chattanooga.....	241	\$110.00	....	....
Atlanta and Chattanooga.....	152	110.00	4 25	....
Atlanta and Cleveland.....	142	....	4.25	....
Atlanta and Macon.....	87	110 00	2.25	90.00
Atlanta and Rome.....	74	....	2.25	90.00
Rome and Citico.....	78	....	2 25	....
Rome and Cleveland.....	68	....	2 00	90 00
Rome and Attalla.....	60	90.00	....	....
Cohutta and Cleveland and return.....	30	....	2 00	....
Cohutta and Citico and return.....	50	....	2 00	....
<b>BRUNSWICK DIVISION:</b>				
Macon and Dock Junction or Brunswick.....	189	\$110 00	\$5.40	....
Macon and Hawkinsville.....	...	75 00	....	....

## THE RAILWAY CONDUCTOR.

BRUNSWICK DIVISION:	Mileage.	Passenger Per Month.	Through Freight Per Trip.	Local Freight Per Month.
Macon and Jesup.....	147	.....	\$4.05	.....
Macon and Hazlehurst.....	101	.....	2.80	.....
Macon and Eastman.....	57	.....	1.35	.....
Macon and Lumber City.....	93	.....	2.70	90.00
Jesup and Dock Junction.....	36	.....	1.35	.....
Jesup and Lumber City.....	54	.....	1.35	.....
Brunswics and Lumber City.....	96	.....	.....	90.00
ALABAMA DIVISION:				
Selma and Cleveland.....	263	\$110.00	.....	.....
Selma and Rome.....	195	110.00	5.36	.....
Selma and Meridian.....	116	110.00	3.00	90.00
Selma and Birmingham.....	102	110.00	.....	.....
Selma and Blocton.....	84	.....	2.70	.....
Selma and Bessemer.....	91	.....	2.80	.....
Selma and Akron.....	67	90.00	.....	.....
Selma and Akron and return.....	134	.....	3.50	.....
Selma and Birmingham Junction and return.....	108	.....	3.00	.....
Selma and Alpine.....	99	.....	.....	90.00
Alpine and Rome.....	96	.....	.....	90.00
MEMPHIS AND CHARLESTON:				
Memphis and Chattanooga.....	310	\$110.00	.....	.....
Memphis and Somerville.....	...	90.00	.....	.....
Tuscumbia and Florence.....	...	75.00	.....	.....
Memphis and Tuscumbia.....	145	.....	3.65	90.00
Tuscumbia and Stevenson.....	127	.....	3.65	90.00
Stevenson and Citico and return.....	80-120	.....	90.00	.....
MOBILE AND BIRMINGHAM:				
Selma and Mobile.....	163	\$110.00	\$4.05	\$90.00

SECTION 1. Sunday or extra work, done by local crews, shall be paid extra at the regular rates for such service, and crews assigned as at present date.

SEC. 2. No more through freight conductors than are necessary to conduct the business in a proper manner, shall be employed. When conductors are not making fair wages the superintendent's attention shall be called to the matter, and if not corrected the same shall be referred to the general officers. The younger conductors shall be taken off first, and shall be allowed to drop back as oldest brakemen.

SEC. 3. All conductors doing work other than their regular runs shall be paid extra for such service at regular rates of pay. This does not apply to branch conductors making extra trips on branches.

SEC. 4. No conductor shall be required by the railroad company to give bond for handling mail, baggage or express, unless he is paid extra for such work.

SEC. 5. Delayed time will not be allowed until the schedule time of the train shall have been exceeded by two hours. When the schedule time has been exceeded by two hours, and less than two hours and thirty minutes, two hours will be

allowed. If exceeded by two hours and thirty minutes, three hours will be allowed; all fractional parts in excess of thirty minutes shall be counted one hour; it being understood that conductors will be paid for all delays either before leaving or after arriving at terminals.

SEC. 6. Thirty cents per hour to be paid for all delayed time as per section 5.

SEC. 7. In computing over-time for extra freight trains the average time of the longest and shortest through freight schedules of the division on which the extra is run shall be taken. Through trains run on local schedules will rate over-time as an extra.

SEC. 8. If a conductor is called and for any reason (other than his own action) does not go out, he will be paid thirty cents per hour for the time so held; less than three hours, three hours shall be allowed; over three hours, and less than six, six hours shall be allowed, and will retain his rights to first run out, except where crews are assigned to regular runs; over six hours twelve hours shall be allowed.

SEC. 9. Conductors will be notified when time is not allowed as per their time ticket.

SEC. 10. Conductors reporting for duty, after

being off, shall register on the train register, and take their turn out as they appear on said register, unless their crew has been run by an extra man, when they will take his turn out.

SEC. 11. Conductors not assigned to regular runs shall run first in, first out, on their respective divisions.

SEC. 12. The oldest conductor in service shall be given choice of run and stand in line of promotion, in accordance with time card rule No. 7, subject to decision of general officers, in cases of differences of opinion.

SEC. 13. Conductors shall not be required to wait over thirty minutes at terminal stations where conductors are required to check seals, for clerk to check and sign seal report; if so, delayed time shall be paid.

SEC. 14. Conductors voluntarily transferring from one division to another shall stand as new men.

SEC. 15. Conductors living within one mile of the yard office shall be called, as near as practicable, one hour before leaving time of their respective runs. The caller shall be provided with a book in which conductors will sign their names and time called.

SEC. 16. Conductors' time shall commence when they register for duty in a book provided for that purpose.

SEC. 17. Conductors attending court or legal investigations, as witnesses, shall be paid \$3.50 per day and expenses; the company being entitled to witnesses' certificates.

SEC. 18. No conductor shall be required to pay a fine for any accident or for any short or damaged freight, unless he so desires.

SEC. 19. No conductor will be required to pay for lamps, equipment, or supplies of any kind. Conductors agree to take the best possible care of all equipment and supplies furnished them.

SEC. 20. Conductors dead-heading with caboose shall be paid the regular rate of pay; the crew first out will dead-head, and will stand out ahead of the crew that tows them in at the other terminal. If dead-heading to any point to take charge of a train, they shall be paid the regular rate of pay of the run taken charge of, and continue that rate until they are returned to their respective runs.

SEC. 21. There shall be a conductor with all light engines run over the road except in cases of emergency. This does not apply to the pay-car engine.

SEC. 22. Freight conductors will not be required to wear caps or uniforms, but will wear a badge furnished by the company.

SEC. 23. As far as practicable all short cars shall be switched in station order, and in front

end of train; all open cars switched together, loads in front, and a sufficient number of cars with good brakes to control the train, placed in the rear; such switching to be done by yard crews.

SEC. 24. In case of accident the conductor shall only procure the signatures of his crew to accident report, except in cases of personal injury, such report to be left at proper office for other signatures desired.

SEC. 25. No conductor relieved, shall be suspended or discharged, until after a thorough investigation; all evidence shall be reduced to writing and taken in the presence of the conductor himself, or a conductor of his choice. If acquitted, he shall be paid all time lost. If discharged, he shall be paid for time in excess of five days required for investigation.

SEC. 26. The division superintendent shall preside over all investigating boards, when practicable, but no conductor shall be discharged until the superintendent has examined all evidence in the case.

SEC. 27. Any conductor has the right to appeal from the decision of the division officer to the general officers.

SEC. 28. It is further agreed that, in case this agreement is violated by any party affected by it, instant notice shall be given to the superintendent of the division, within whose jurisdiction such violation occurred; said superintendent shall immediately take all requisite proceedings, and make all necessary orders to correct the violation or failure of compliance, so as to enforce at all times strict performances of this agreement.

SEC. 29. Complaints of violation of this agreement, not presented to superintendent within thirty days of the occurrence, will not be considered.

W. A. VAUGHAN,  
General Superintendent.  
M. J. LAND, Chairman Gen'l Com., for the O. R. C.

A well-known brakeman has composed and sent to *The Post* this invocation which breathes a true spirit of devotion, and which will be appreciated by every trainman and by every official who has worked his way up from the ranks:

Oh, Lord! now that I have flagged Thee, lift my feet from off the rough road of life and plant them firmly on the deck of the train of salvation! Let me use the safety lamp known as prudence, make all the couplings in the train with the strong link of Thy love, and let my hand lamp be the Bible! And, Heavenly Father, keep all switches closed that lead off on sidings, especially those with a blind end! Oh, Lord! if it be Thy pleasure have every semaphore block along the line show the white light of hope, so that I can make the run of life without stopping. And, Lord, give us the Ten Commandments as a schedule, and give us motive power enough to live up to the schedule, and when I have finished the run and have, on schedule time, pulled into the great dark station of death, may Thou, the Superintendent of the Universe, say, with a smile, "Well done, thou good and faithful servant," come up and sign the pay roll and receive your well-earned check for eternal happiness!—*Pittsburg Post*.

## Michigan Central Schedule.

This agreement made this 17th day of June, 1892, between the Michigan Central Railroad company and its trainmen:

ARTICLE I. Commencing upon date of signature of both parties interested in this agreement, through freight conductors and brakemen will run the number of miles specified below for a month's work, for which regular conductors will receive \$75 and brakemen \$50 per month, apprentice conductors to receive \$70, and apprentice brakemen \$45 per month. Apprentice conductors to receive full pay beginning one year from the date they are promoted; apprentice brakemen, if men of experience from another road, having evidence that they have worked one year and left the other road in good standing, shall receive full pay six months from the date they are hired. Brakemen, other than these, shall receive full pay one (1) year from the date they are hired.

Canada division, main line.....	2,900	miles
East division.....	2,698	"
Middle and Air line.....	3,000	"
West and Joliet division.....	2,500	"
Saginaw division.....	2,400	"
Mackinaw division.....	2,100	"
Grand Rapids division.....	2,200	"
Toledo division.....	2,100	"
Bay City division.....	2,698	"

ART. 2. Should they be called upon to make more than the above mileage, they will be paid same rate per mile as the rate per mile bears to the miles they are to make for a month's pay. Should they fail to make the stipulated mileage, but are on hand and ready for duty, they will receive: For regular conductor, \$75; apprentice conductor, \$70; regular brakemen, \$50; apprentice brakemen, \$45. This does not apply to extra men waiting for employment. It is understood that men will be allowed to be make as much excess mileage as they can, consistent with safety. Should it be deemed necessary to reduce the force at any time during the month, the men dropped will receive the same proportion of monthly wages as the number of miles they have run bears to the total mileage for the month. As no apprentice system has been in force in Canada, the company agrees that any brakeman now employed by this company in Canada, if promoted in the future to conductor, shall take rank at the time of his promotion as full conductor and receive full conductor's pay from the date he is promoted; but this shall not apply to brakemen hereafter entering the company's service.

ART. 3. Mackinaw division trainmen working on branches loading logs shall be allowed mileage at the rate of  $7\frac{1}{2}$  miles per hour, over thirty

minutes to be counted as an hour, less than thirty minutes not to be counted.

ART. 4. Upon way freight runs where there are only two crews, the conductor will be paid \$90, and the brakemen \$62.50 per month, where there are three crews, conductors \$85, brakemen \$60 per month.

Conductors running way freight on St. Clair division, \$85 per month; brakeman \$60 per month.

On Pinconning division, conductors \$75; brakemen, \$50 per month.

Following divisions to have three crews upon way freight trains:

Middle and Air Line, Saginaw, West divisions, south end of Mackinaw division, Canada, West division, and Grand Rapids division, Bay City division, east end of main line when considered by division superintendent necessary, and north end of Mackinaw division, same to be taken off when business warrants.

Following to have three brakemen:

Middle and Air Line, west end of Canada division and Joliet division, Bay City division and West division, main line from May 1st to November 1st, to be taken off by division superintendent if not needed. Saginaw division No. 83, third brakeman from point where No. 72 meets No. 83; Saginaw division No. 84, third brakeman when business demands it; South end of Mackinaw division, to be taken off if found by division superintendent that falling off of business warrants it.

When way freight trains are sent in upon the branches on the Mackinaw division to do work, they shall be paid mileage extra for this work, it being understood that the term "branches" are such tracks as extend one mile from the main track upon which running order must be obtained.

ART. 5. Conductors on construction or road trains will receive \$90 and brakemen \$60 per month, and extra time when called upon to work on Sundays, the road department to furnish men to handle cable when cable is used; if trainmen have to protect their train by flagging; twelve hours shall constitute one day's work for all crews regularly employed in road-train work for twenty-six consecutive days; all over twelve hours for such crews to be paid for at the same rate, time to be computed from the time train is called to leave; snow plows and flangers shall be paid for the number of miles run, unless the number of miles run each day is less than a through crew should have made upon the division where their train is working, for a day's pay. If less than this amount, the men will be paid for one day's work. This provision is made to cover

work in yards and short runs. When side tracks are plowed or flanged, the number of miles of side track shall be added to the number of miles on main track, in computing the number of miles that a plow or flanger is run. Wrecking trains shall receive mileage to and from the wreck, and one day for every twelve hours employed at the wreck, unless the whole time is less than twelve hours, then shall receive one day. Way freight and work trains will be paid upon the basis of working days in the month, when called upon to work Sundays, they shall be paid extra upon the same basis.

ART. 6. Crews not assigned to regular runs shall be run first in first out. All freight and mixed trains, when detained more than one hour at starting terminal, and when detained more than thirty minutes at the terminal at the end of their runs, or end of their day's work, shall be paid overtime, computing as follows: Less than thirty minutes not to be counted, over thirty minutes to be counted one hour, one hour and thirty minutes two hours, etc., in accordance with time card or by orders at any station, and if scheduled or ordered to leave at a certain hour in the morning, such stations shall be considered the terminal, the same as a division point, and overtime allowed accordingly.

Pay for switching done by turn around trains on Saginaw, Mackinaw and Bay City divisions to be allowed at the discretion of the division superintendents.

It is understood that in computing delays at starting points of any run, overtime shall be figured from the time train is marked or called for, or scheduled to leave. And for overtime at terminal yards, the time of arrival of train at yard limits shall be taken. At Jackson Junction yard limits for Air Line, will be Ft. Wayne target; for main line, West Jackson street bridge; main line, west bound trains, if not stopped between Jackson Junction and Jackson, or at Jackson, shall not consider the time used from Jackson Junction to Jackson yard limits as detention time.

If a through crew is sent out upon a regular way freight run in place of a way freight crew, they shall receive the pay of way freight crews. Where a crew is employed continually upon a train that does way freight work, and is not scheduled upon the card as a way freight train, but picks up, leaves and switches cars at stations, or side tracks between stations, they shall receive way freight crew's pay, but where a through crew, in its turn, occasionally takes a run not so scheduled, that does local work, and balance of time they are employed in through service, they shall receive mileage only for switching run.

ART. 7. When freight conductors and brakemen are held at terminals, or sent to any point to run specials, or taken off their car to run passenger trains, they shall receive the same rate of pay as passenger conductors, provided, however, if the amount is less than they would have earned had they not been taken off their own car, then they shall receive the amount their way car earned.

ART. 8. As to all freight runs, not otherwise provided for, when a crew is called for a trip of fifty miles or less, one-half day's pay shall be allowed. If less than six hours is used the crew stands first out, if over six hours is used one day's pay shall be allowed, and crew stands last out.

ART. 9. In case of suspension or dismissal, the parties shall be notified within ten days from the date of the occurrence by the division superintendent as to his dismissal, or length of his suspension.

ART. 10. When it becomes necessary to take conductors and brakemen from duty to investigate any accident or for any other cause, the investigation shall take place within ten days, and in case they are found to be entirely blameless, they shall be allowed the lost time on account of such investigation, and at their regular daily pay.

If any trainman thinks he has been unjustly dealt with, he may file his objection in writing, and he will be given a fair and impartial hearing, and if proven entirely innocent he shall be reinstated in his former position and paid for the time lost.

When trainmen are called and trains abandoned, and for any reason other than their own acts, trainmen do not go out within four hours of the time called, they shall receive one-half a day's pay.

ART. 11. The right to regular runs and promotion will be governed by merit, ability and seniority. Everything being equal, the men longest in continual service will have preference.

ART. 12. Crews that have been on duty sixteen consecutive hours shall be entitled to eight hours rest before going out again, except in case of washouts, wrecks or other similar emergencies.

If any crew at any time, becomes tired upon the road, or consider themselves unfit to run, the dispatcher upon their application and statement of the above facts, will allow them to put their train upon a side track and remain there until they are rested, or other provision has been made for taking care of the train.

ART. 13. Brakemen to receive ten cents per ton for shoveling coal, same to be determined by engineer's tickets.

ART. 14. Brakemen, when sent upon trips for

promotion to conductors, to receive one-half conductor's pay while upon trial trips.

ART. 15. The pay of main line passenger trainmen to remain as present.

The pay for passenger crews running upon branches, except South Haven and Battle Creek divisions, shall be all crews making 4000 miles or over, conductors \$90 per month, baggagemen \$55 and brakemen \$50 per month. For those making less than 4000 the present rate of pay to remain in force. Any run upon the main line, not otherwise provided for making equal mileage, shall come under the same rule. Any man performing the duties of baggageman and brakeman combined to receive baggageman's pay.

ART. 16. Two regular crews shall run trains 95 and 96. Five regular crews on trains 203, 207, 202 and 206.

ART. 17. Saginaw division, two crews on trains 75, 76, 77 and 78. Mackinaw division trains 87 and 88 to be run with one crew, and receive standard amount paid for over 4000 miles. Crews on 75, 76, 77, 78, 202, 206 and 207 to be paid according to standard allowed for less than 4,500 miles upon branches.

ART. 18. Two brakemen to be run upon trains No. 101 and 108 regularly.

ART. 19. Crews to receive full mileage for deadheading upon freight trains, and half mileage for deadheading upon passenger trains.

ART. 20. Conductors on North Midland division shall receive \$75 per month, and baggagemen \$50 per month.

ART. 21. When possible, time and detention sheets, when time is not allowed upon the same, shall be returned to the conductor within five days.

ART. 22. The pay of transfer conductors running between Montrose and Suspension Bridge shall be \$75 per month. Any trip to and from Union Stock Yards by West division crews to be figured at 55 miles for the trip.

ART. 23. The basis of mileage in clause one (1) is subject to revision if shown that improvements in double track or other facilities, enable men to make excessive wages as compared with men on other divisions working an equal number of hours.

The mileage on Saginaw division to be further reduced, if after a reasonable trial, the mileage is found to be too high to enable men on that division to earn a fair month's wages, as compared with other divisions.

ART. 24. One-quarter day will be allowed for freight crews running between Victoria and Black Rock, and one-half day from Victoria or Exchange street, Buffalo.

ART. 25. Mackinaw division crews not to be restricted to terminals when laying up for rest.

ART. 26. Any brakemen selected by division superintendent for promotion to conductor, shall be examined by division superintendent, chief train dispatcher and train master, or their delegates. After such examination as to rules, etc., if he passes satisfactorily he shall make one round trip upon his division with each of three conductors, such conductors will make a written report as to his competency to the train master, to be kept on file. If reported by the three conductors as competent, he may be considered as a brakeman who can be called upon at any time to run a train. If two of the conductors report favorably, and one adversely, the division superintendent shall carefully examine into the reasons of the latter, and if satisfied that there is not sufficient grounds for his rejection, he may pass the brakeman for service as conductor.

No part of the above agreement shall be abrogated by either party without notice, and then only after consultation between the two parties interested.

Dated at Detroit, Mich., July 1st, 1892.

(Signed) ROBERT MILLER,  
Gen'l. Sup't.  
JOHN H. COLE,  
Chairman.

OSAWATOMIE, Kansas, May 1., 1893.

*Editor Railway Conductor.*

At our last election of officers Div. 137 elected a correspondent to the CONDUCTOR, but we have failed to see his name in print. I guess he has written several articles, but they have been sidetracked (before he sent them). At any rate, Osawatomie division is here and come to stay. We are getting all good material in line, and we are not bothered by non-attendance like some divisions. Why, if lightning was to strike our hall on meeting night, it would certainly kill every conductor in Osawatomie. And when assessments, etc., are due, I just raise my front window and they are handed to me as fast as I can make out receipts. I hope no brother secretary will get jealous, because I just happened to speak of this.

Bro. Wilkins was with us last month and gave us some valuable instruction. We hope to see him again in the near future.

It is with regret that I write you of the death of Bro. T. A. Ling's wife; she passed away the 22nd of April. Osawatomie Division and the entire community extend to Bro. Ling our heartfelt sympathy in this sad hour of trial.

Yours in P. F.

S. E. RIDLON,

Sec. 137.



*Fraternal Insurance—Contract—Widow—Evidence—Constitution of Association—Benefit Fund—To whom payable.*

1. In construing the constitution and by-laws and a certificate of membership of an association the court

*Held*, That an undertaking by a benefit association, which does not specify the beneficiary by name, but only provides for "widows," to be paid a certain sum on the death of the holder of the certificate of membership by a general provision, is not a contract in writing with the widow of such deceased member, as parol evidence is necessary to show, that the deceased left a widow, and that the party seeking its enforcement is his widow.

2. Where a certificate of membership in a railroad mens' mutual benefit association merely certified that the holder was a member, but contained no promise to his wife or widow and acknowledged no liability to her; and an article of the constitution of the association provided that the benefit money to be paid on the death of, might be disposed of by will, otherwise it should be paid to his widow; and in case he should leave no widow, then to his legal heirs:

*Held*, That in an action by the widow of a deceased member to recover the benefit money provided for in the constitution and by-laws of the society, parol evidence was necessary to connect the plaintiff with the contract as a party thereto, by showing that the deceased member left no will, but left a widow, and that plaintiff was such widow.

3. When a natural benefit association issues a certificate of membership which contains no promise to pay to anyone, but its constitution and by-laws provide for the payment of a sum on the death of a member to the person named in his will, if he leaves one, otherwise to his widow, and if he leaves no widow then to his heirs at law, and the member pays all assessments as required, and dies leaving no will, but a widow, a contract to pay the benefit money to the plaintiff will be implied by law.

4. Where such association leads the other party to delay bringing of suit, or to dismiss a suit pending, by holding out hopes of adjustment, or by making promises to pay, it will be estopped from taking advantage of such delay, or dismissed by pleading the statute of limitations.

Judgment in favor of the association reversed. *The Rai'way Passenger and Freight Conductors' Mutual Aid and Benefit Association vs. Lewis*, Ills S. C., Jan. 29, 1893.

*Insurance—Suicide in Case of Insanity.*—In a suit to recover upon a certificate of life insurance the final court

*Held*, That evidence of death caused by insanity does not tend to prove suicide, the presumption being when the insured was found dead that it was accidental or due to natural causes. Where, in such case, no evidence of any other cause was shown, and the policy provided that it should not be liable in case of death by his own hand or act, whether sane or insane, but that the assessment premiums should be returned, the association was liable for the full amount of the certificate.

*Waycott vs. Mut. Life and Ben. Ass.* Vt. S. C.

*Life and Accident Insurance—Notice of Death Within Ten Days.*

In an action by the beneficiary to recover on a certificate issued to her husband the evidence disclosed the fact that the insured was killed by a falling building and his body was not recovered for some days after the accident. The certificate provided that in order to make the insurance effective notice of death must be given within ten days. Notice was filed within ten days after securing the body, but not within the ten days immediately following the accident. The society considered this a breach of the contract sufficient for refusing to pay the claim. The trial court gave plaintiff judgment and the appellate court affirms, alleging that "no decent company would ever think of contesting a claim on such technical and absurd grounds."

*Tripp vs. Provident Fund Aid Society.* N. Y. S. C., April 19, 1893

*Industrial Insurance—The Insured Must Consent.* In an action to recover money paid the company by plaintiff's wife, who effected insurance on his life without his knowledge or consent,

*Held,* That such a contract is a personal contract and cannot be made without the knowledge or consent of the insured. If the wife has expended the husband's money in premiums thereon he may recover back the amount so paid. The burden, however, is upon him to show that fact.

*Rejke vs. Metropolitan Insurance Company.* Ky. Supreme Court, May, 1893.

**NOTE.**—While this court declares that it will not enforce a policy of insurance procured by the wife upon the life of her husband by the aid of his money and without his consent, it intimates that a wife may legitimately procure and maintain such insurance by the expenditure of her own money; and in case of death the burden would be on the insurer to prove that the insured had no knowledge of the contract.

*Mutual Benefit Insurance—Beneficiary.—Dependent.*

1. In a suit by the plaintiffs' as next of kin to the insured to recover upon a certificate as against the beneficiary named, the court on appeal,

*Held,* That a mutual insurance association cannot resist payment of a certificate on the ground that the designation of the beneficiary is invalid, where such designation is made in good faith, and the laws of the association provide that when the designated beneficiaries fail the benefit is paid to the heirs of the member.

2. Where a certificate was issued to S. payable to defendant as a "dependent," while the company's laws provide that certificates should be paid to the member's family, "or as he may direct," the certificate recognizes that changes might be made in the laws by which the holder would be bound, and afterwards the laws were so amended that payment of the benefit fund was limited to members, families and persons dependent upon him. The insured being notified of the change made affidavit that the defendant (Miss B.) was a dependent, and the designation of her as beneficiary was not changed, but she in fact was not a dependent.

*Held,* That she, not being dependent, was not entitled to payment of the certificate, and the decree in favor of the heirs is affirmed.

*Sargent et al. vs. K. of H. and Millie Blaisdell.* Mass. S. C., April 23d, 1893.

*Disability of Member—Constitutional Provision.*

In an action to recover \$1,000 on account of a disability the court

*Held,* That a switchman on a railroad by the loss of the fingers of one hand, is disabled, within

a provision of the constitution of a mutual benefit society, that "a member who, by reason of a disability becomes unable to direct or perform the kind of business or labor which he has always followed, and by which alone he can thereafter earn a livelihood, shall be deemed entitled to disability benefits," and he is entitled to such benefit where no question is raised as to his ability to earn a livelihood by any other kind of business.

*Hutson vs. S. T. of K. of Macabees of the World.* N. Y. S. C., April 13, 1893.

**NOTE.**—The constitution of the defendant order provides: "A total and permanent disability to perform or direct any kind of labor or business, or upon reaching the age of 70 years, shall entitle a member holding a certificate of endowment, so disabled or aged, to the payment of one-half of the endowment to which he would be entitled at death." This constitution was amended so as to provide that "a member who by reason of disability incurred after admission to endowment membership, becomes unable to direct or perform the kind of business or labor which he has always followed, and by which he alone can thereafter earn a living, shall be deemed entitled to disability benefits, in a sum of one-tenth of the amount annually." Hence, the court, on appeal, modified the judgment to \$200 per year for five years.

*Fraternal Endowment Insurance Claimants—Estop.*

1. Where a member of a fraternal endowment order, in his application to be transferred to another class in the order, named his wife, or in case of her death, his son, as beneficiary. By a provision in the certificate issued thereon, the application was made a part of the contract between the members and the order. The certificate as issued, only contained the name of the wife as beneficiary.

*Held,* That the application, from the fact that it was made a part of the contract, controlled, and that upon the death of the wife the son became the beneficiary.

2. In such case, the fact that the member accepted and kept the certificate without objection, will not imply his assent to the designation of his wife as the beneficiary, and thus estop the son from claiming to be such, as mere silence is not sufficient to set aside a designation made in the application, which by the terms of the certificate was made a part of the contract.

*Eckler vs. Terry (Guardian.)* Mich. S. C., March 10, 1893.

*Assignment of Certificate—Who May Be Beneficiaries—Creditors.*

1. Where the public statute provides that when a policy of insurance is effected by any person on

his own life, for the benefit of his representatives of a third person, the person for whose benefit it was made shall be entitled thereto against the creditors and representatives or the person effecting the same, does not apply to a certificate issued by a benefit association, so as to defeat an assignment of such certificate.

2. Where the law provides that mutual benevolent associations may create a fund for the benefit of "widows, orphans or other relatives of deceased members," held, that a sister of a member, though not dependent, may be a beneficiary.

*Anthony et al vs. Massachusetts Mut. Benz. Ass'n.*  
Mass. S. C., March 3, 1893.

*Benevolent and Fraternal Associations—Form of Change Must Be Observed.*

In a suit to determine the respective rights of adverse claimants, it was held, that where a benefit society has prescribed by by-laws the form for changing the beneficiaries' names in its certificates issued to members, *that form must be pursued*; otherwise no change can take place.

*Masonic Mut. Life Ass'n. of Cleveland vs. Jones et al.*, Pa. S. C., April 3d, 1893.

NOTE.—The authorities are numerous holding that in case the insured has complied as nearly as possible with the requirements of the by-laws the desired change shall be effective. The form, mode and exactions of some associations to effect a change is beyond the power of some members to comply with, and the rule as announced in the above is not rigidly enforced by the weight of authority.

*Approval of Membership—Tender of Dues—Good Health—Delivery of Certificate After Death.*

1. A certificate of life insurance agreeing to pay a sum of money on the death of M., declared on its face that it would not be binding until it was delivered to M., while in good health.

*Held*, That it did not become binding by being delivered to his widow after death.

2. By approval and acceptance of his application for membership in, and insurance by mutual association, M. became entitled to a policy of insurance on actual payment of his first annual dues while he was in good health.

*Held*, That without a tender of those dues while he was in good health, no action could be maintained to recover the amount of the contemplated insurance.

*McClave vs. Mut. Life etc. Ass'n.* N. J. S. C., Feby. 24, 1893.

*Master and Servant—Incompetent Fellow Servants—Unusual Service—Risk of Employment.*

1. When a railway company knowingly em-

ploys a careless and incompetent servant, or knowingly keeps him in its employ, the company is liable to a fellow servant for an injury received, without contributory negligence on his part, through the negligence of the incompetent servant, the injured servant not having knowledge of the incompetency of his fellow servant.

2. Where a servant is employed for one service and is ordered to perform work out of the way of his usual duties, which is extra hazardous, and is injured therein by the negligence of a fellow servant without contributory negligence on his part, the company is liable. The servant does not assume the risk of such work.

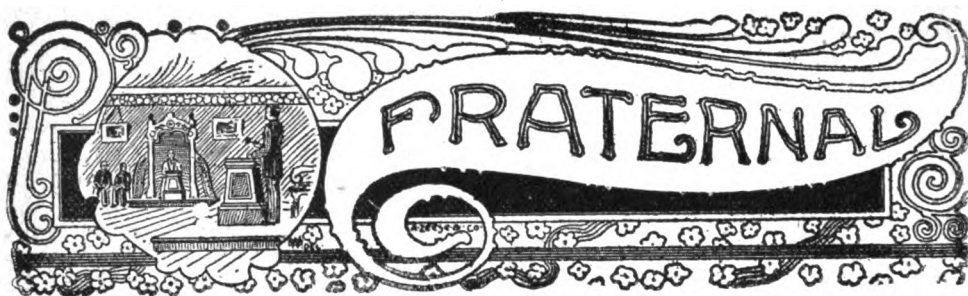
3. Mere knowledge in such case that the new service was more dangerous than his regular employment, is not sufficient to charge the servant with contributory negligence, or an implied agreement to assume the risk of such service.

*C. H. & I. Ry. Co. vs. Madden*, Ind. S. C., May 14, 1893.

NOTE.—This decision is the first to come under the new employers liability law, which assumes to hold employers liable for all injuries occasioned by reason of the negligence of a co-employee. Before this law was put in force the same court held that where one F., was in charge of an engine, with instructions to run to A., enter the side-track and wait until 167 going in the opposite direction in charge of the appellee had passed. The appellee had orders to run 40 miles per hour. F. ran to A., waited awhile, and then without orders and with a defective headlight pulled out, and a collision occurred, producing the injury complained of by appellee.

*Held*, That the company was not liable on account of the defective head light, or because F. was a careless and reckless engineer, and that no recovery could be had because the proximate cause of the injury was the disobedience of orders by a fellow servant, a companion engineer running in opposite direction.

Messrs. Scott & Bown notify us of the change in their location from Fifth avenue to their new building on Chambers street. The building is a magnificent one and is considered the best of its kind in New York City. In the letter, the firm express their appreciation of advertising in the following words: "It may interest you to know that this new and splendidly equipped building is the direct result of the public appreciation of Scott's Emulsion. You are, no doubt, well aware that we believe in advertising, and we are pleased to take this occasion of expressing our thanks to the newspapers and other periodicals of the country for their many courtesies, as well as to say a word about the importance of advertising any article of merit. While we naturally think that our great success would not have been possible unless Scott's Emulsion possessed superior merit, we do not underestimate the value of advertising, and we would suggest to every business man that in advertising he finds the best and quickest way to public favor."



BIG SPRINGS, Texas, May 16, 1893.

*Editor Railway Conductor.*

I see there are a great many letters from different divisions asking donations, some from brothers who are sick and not able to keep up assessments. I am sorry to hear that any division would allow a destitute brother to fall in arrears with his insurance, while he was sick. It looks as though some of us brothers neglect to do our duty as brothers to sick members. It looks to me as though when a brother has the misfortune to be sick and unable to work, that some of us could take interest enough to see that he was keeping himself in good standing. I would like to have it so that no brother would be allowed to fall in arrears for his dues. If more of us would attend meetings of our divisions it would benefit us in several different ways. We have a small division here and it is almost impossible to have regular meetings, but when there is enough in town, we get together. We held a meeting on May twelfth, and gave brother Wright a train book and made requisition for two other books for new men and hope in the near future to start them taking numbers. Brother A. B. G. can tell you what a hard time we have to get in the hall for want of members. Bro A. C. Hobart has gone to Toledo to look after the interest of Staked Plain No. 266. While he is absent, Bro. A. T. Keith is drawing his chin close to his neck to get the "all aboard" to sound like an old time passenger conductor.

We have six crews west and six east. West conductors are Brothers Connely, Perkins, Fletcher of 57; Wright, Old Covert and Mr. Onkman. East we have, Brothers Perry, Buckels, Enchie, Elliot, Lindneer and Mr. Daniels, better known as Shot Gun Bill. The extra conductors are Brothers Hunter, Kene, Marvin, Bennett, Mathias, Rives and McCamant.

Well, I will close, and as this is my first, although poor, I hope it will not fall in the waste basket.

Yours in P. F.,

OLD C.

*Editor Railway Conductor:*

Grafton Division, No. 190, is still alive, with a membership of 98 members, composed of the third, fourth and fifth divisions of the B. & O., F., M. & P., G. & G., W. Va., P. & W., and C. & F. We have a good attendance every Saturday night, and if anything happens to those members who stay away, as soon as they get into trouble they become good and regular members until their case is adjusted. Then they forget that division 190 is in existence. Well, I suppose their memory is at fault.

I read a letter from Division 283, in the April number. The Brother says he spent 10 years of his life on the third division of the B. & O. I would like to know whether he is the Brother who went over the wall at Hitchcox Cut one morning when we stopped to cool off a hot box. He started to the tender to get a bucket of water, slipped and landed in a snow drift forty feet below the track, and we had to haul him up with a bell cord to the top of the wall. The boys on the third return his compliments.

I have spent 29 years on the third division, and feel that I am good for 29 more, if nothing unusual happens.

The article on "Strikes," by W. Welch, ought to be read by every railroad man, and instead of so many railroad strikes, strike some of the kid-glove gentleman who make their living by the misfortunes of their fellowmen.

I would ask of "Excelsior," of Division 175, why he wishes the old time republic of 1860 back again, for surely it was not the land of the free when human beings could be bought and sold like cattle, children torn from the arms of their mother, and in after years both brother and sister meet as strangers. Forced to part. God forbid that we should ever see it again.

Yours truly in P. F.,

J. C. DUFFY,  
Division 190.

SALT LAKE CITY, Utah, May 15, 1893.

*Editor Railway Conductor.*

I noticed in the April issue of *THE CONDUCTOR*, an article, headed "Necessity for Uniformity in Car Couplers," which in some instances I agree with the author, in others I do not. He claims that ultimate uniformity is absolutely necessary. I agree with him on that point. He also gives the actual cost of the Janney type of coupling. I wish to say right here that I know of a self-coupler, with common link and pin, self-adjuster, that will not cost any more than a common link and pin draw head, and which can be coupled to any draw-head now in use, and that is the "Thompson self-car-coupler." The inventor of which lives in Salt Lake City, Utah, and which is pronounced by all railroad men who have examined it, the best self-coupler in existence. I wish to say I am not in any way connected with this car coupler, but can say that it is all O. K.

Yours truly

GEO. H. H.

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SEYMOUR, Ind., May 20, 1893.

*Editor Railway Conductor.*

With the closing of to-day's incidents, another week of thrilling experience to us all has passed, and our prayer is, that it may never be our lot to pass through another such. One week ago to-night at 7:35 our A. C. C., Louis F. Price, died at the hands of an assassin, but retribution was swift, for scarcely had 24 hours elapsed before the soul of his murderer was in eternity. Briefly stated, on May 13, on board Bro. Price's train was a man named John Turley, who had tendered for his passage a ticket, which he was not entitled to. Upon his refusing to pay his fare when asked by Bro. Price, the same was handed him by another passenger. The matter ended, Bro. Price walked into his office, closing the door, when Turley immediately followed, shooting him in the lower part of the stomach. This occurred about 12:45 p. m., and at 7:35 p. m., surrounded by his wife, father, mother, brothers, sisters and several of the O. & M. boys, he peacefully, quietly entered his last long sleep. His greatest wish was that his family might arrive before his death, and it was gratified. His dying statement was taken and he signed his name with pen and ink in the same hand so familiar to us all. The boys who surrounded his bedside he told to "be better boys," he was not afraid to die, and asked "all to meet him in Heaven. He feared not the approach of death—he had wronged no one—he was honest—he was just—he was as true a friend as man ever had—he was a kind husband

and an obedient son, always honoring the name of father and mother. Can more be said? At the approach of death he exclaimed "everything is so bright." He was not a member of any church—made no profession as to Christianity as taught by the various sects and creeds, but within his big heart was a love for all that was good and true, a disposition to help the needy, and a devotion for his family; qualifications of themselves that thoroughly fit a man for a better home. Who is there to say otherwise? A special train was furnished by Mr. J. S. Mills, train master, on receipt of the telegram announcing his accident, and all friends with the company's surgeon, were hurriedly taken to Mitchell, Ind., where he lay, his life blood slowly ebbing away. He died happy, contented and full of hope. Regrets for the past he had none, and with a final "good bye," his earthly career was over. "Lew" was our A. C. C., and had never missed but one meeting, always active, earnest and a hard worker; his place will be hard to fill. Just one week before the time the train started on its return trip bearing the remains from Mitchell at 12:40 a. m., at the same time and place, he, among a number of others, were on board the night express, No. 3, enroute to St. Louis, where they took passage on the delegate's train for Toledo, O. He was one of the happiest on board. In just one week he was among those who had gone before in rapid succession—John Stevens, Robert Swift, Mike Lehan and Thomas Farrell, all of our division, inside of 19 months. There has never been a death in the vicinity of Seymour that occasioned such a deep sympathetic feeling as this one has, and the result has been a feeling of despondency among the employes of the O. & M., that will take a long time to overcome.

"Lew is dead." Do we miss him? More than we can tell. Sadly we return to our accustomed duties, in the meantime wondering who will be next? The floral tributes on the occasion of his death were beautiful and elaborate, being furnished by the K. of P., Seymoure Division 301, O. R. C., and friends of the family in the city and from a distance. He was buried under the auspices of the above named fraternities, and never was a Brother laid away more fondly. We buried him in the beautiful Riverview cemetery, not far from the iron roadway where daily the whistling of the locomotive can be heard—the sound he loved so well; it will not wake him—he is at rest. Sleep on, dear friend, sleep on. Were all the world like you have been to us, many hearts would be lighter, many homes brighter, and many deaths happier. To the undersigned he was a friend, a neighbor, a brother, and a partner on

like runs on the road, and accustomed to seeing him at that ending and starting of each trip from Seymour. We miss him, we miss him.

To him we say "Good bye." It won't be long. Rapidly we are going, and on the other shore stand those of our boys that have gone before—not dead—but blessed with a new life—beckoning to us to follow them where all is peace and happiness. We will meet them. Let us try.

C. W. M.

CLEVELAND, O., May 14, 1893.

WHEREAS, Division 14, Order of Railway Conductors, in regular session assembled, believing the time has arrived when we should give to the Ladies Auxiliary to the O. R. C. our official recognition and encouragement, and

WHEREAS, During the year just ended we have noted with satisfaction and pleasure the work accomplished by the ladies in our city, and we desire at this time to further advance their usefulness by placing before the entire membership of the Order of Railway Conductors a statement of the benefits derived by us as a Division and as individuals.

FIRST, We believe we have been benefitted morally and socially to a degree that no other cause could have accomplished.

SECOND, Our homes have been made brighter and more pleasant by intermingling with each other in the series of "Socials" held during the winter.

THIRD, Our Division meetings have been better attended and more interest manifested in its welfare than ever before. Therefore be it

*Resolved*, That we use our influence as a Division to assist their officers and give them such substantial support and encouragement as will place them in a position second to no organization of its character in the United States; and that our Secretary will be pleased at all times to furnish any information in his power to carry out the spirit of these resolutions. And be it further

*Resolved*, That a copy of these resolutions be furnished to every Division of the Order of Railway Conductors in the United States, Canada and Mexico, and that they are hereby earnestly requested to give them due consideration and to advise our Secretary of whatever action they may take in the matter. And be it further

*Resolved*—That a copy be furnished each of the Grand Officers and all Divisions of the Ladies Auxiliary and sent to the RAILWAY CONDUCTOR for publication. And be it further

*Resolved*, That the official seal of Cleveland Division, No. 14, be affixed hereto.

CHARLES P. HODGES,	} Committee.
JOHN F. McVEAN,	
JAMES CARROLL,	

Lew is Dead.

Seymour, Ind., May 15, 1893.

At 7:40 p. m. Saturday, May 13, this sad announcement was made in Seymour, and hurriedly passed from friend to friend, those who for hours had been patiently waiting and listening for one ray of hope—for just one hope that he might live.

But, alas! the golden bowl is broken; the slender thread that bound him to loved ones is loosed, and his soul has taken its flight. Died at the hands of an assassin; doubly sad does this expression make his death. Lew Price, known by all the patrons of the road between Seymour and Vincennes, he who, for years, had faithfully served his employers, he who was always the friend of the oppressed and the needy, he to whom the word friend had a double significance, has ended his work. His last kind act has been performed and he is at rest, at rest with Him who is more merciful than an earthly parent, with Him who once trod the humble walks of life, and who suffered for us more than tongue can tell. Softly, peacefully he passed away. Wearily his eyes were closed just as they had many times done before at the close of a day's arduous duties. A loving farewell to his aged parents and his young wife, a good bye to the boys, those who had daily shared with him the ups and downs that we all experience in railroad work, to them the parting word "be better boys", and his great big heart was stilled. Brave in life, he was brave at the approach of death. For him it had no horrors; everything was bright and it was simply a last, long sleep. From his home beyond the clouds he will lovingly look down upon those earthly things so dear to him in life,—his parents, his wife, his home. his brothers, doubly, yes some them of trebly bound to him in golden threads of affection that death cannot completely sever. When thinking of us, and there his eyes will not be dimmed with scalding tears, for with Him is perfect rest.

Lew is dead! Tread softly that his rest may not be broken. Within the room where all that was mortal of a good husband, son and friend lies, the air is hushed. As we look on him, now so cold in death, we wonder, and say, why is it? Daily facing danger for years, carefully guarding against the commission of any act whereby his coemployees or himself would be endangered, his reward has been death at last in a violent form. But he murmured not, and all was well. A good man, universally liked by all, has gone, and none can realize it more forcibly than those of his fraternity composed of the conductors who were assembled in their hall on Sunday afternoon, where, with one exception, he had never failed to meet them at their usual meetings. One empty station, that of assistant chief conductor to fill, making five of our number in nineteen months that have crossed the dark river. Lew, the message we would have you bear to them is, "keep your signals trimmed and brightly burning, for we are following you closely and soon at the Eternal station our names with yours will appear on the Great Register. To

you, Lew, soft and sweet may this your last sleep be; may the earliest buds of spring unfold their buds o'er your resting place. There may the fragrance of the summer's last rose linger longest, and when our last trip of life may have been made and the records of our daily deeds faithfully chronicled in the book of time, may we all meet at our "last stop". Until then, Lew, until then, good bye.

A FRIEND.

BELLEVUE, Ohio, May 16., 1893.

*Editor Railway Conductor.*

If I am not mistaken, it has been about eighteen months since we have seen anything in the CONDUCTOR from Div. 134; so I thought I would let you hear from us once more and tell you we are still alive and getting along nicely. We have fifty members in good standing, but a good many members of Div. 134 are like those of many other divisions—it does seem so hard for them to get up stairs to the division room. Yet they all know we meet every Monday afternoon at 2 o'clock. Often, when we have a meeting and come down on the street afterwards, we will find a number of brothers standing around. We ask them why they were not upstairs. They all have some excuse. One will say, "Well, is this Monday? I was just thinking whether this was meeting day." Another one says, "I told my wife to wake me up in time for meeting and she forgot it until I was an hour late, and I thought it was too late to come up." Another one says, "I just got in and was tired." Yes, tired; that is all right; too tired to come up to the division room, but could stand around on the street all afternoon and tell tales and crack jokes. Another one says, "I come up town to go to meeting, but I did not see anyone going up stairs, so I thought there would not be any."

This is the way it goes. All have some excuse. We have some members that I do not think could find the way up to the division room if they really wanted to, for they have not been there for so long. Now, what I am telling is a fact and they all know it. If they happen to get in trouble, which we are all liable to do some times, these are the first ones we find at the door waiting for some one to open up. We find them sitting on the stairs waiting and wondering why they all do not get around on time. Now, Brothers of Div. 134, and all Brothers of all divisions of the Order, please say I will attend all meetings when ever I can, and do not stay away and let just a few have to carry things along. The more you stay away the more you want to, and the oftener you go the more you will want to go. You will get interested and learn something

to your interest at every meeting. Now, Brothers, just please try this; go to your division meetings as often as you can and you will find that what I have told you is true. Now, Brothers E. F. C., C. K. D., F. C. F., J. S., G. M. D., B. F. B., C. W. B., J. H. H., G. W. F., P. N., E. B. H., A. M., C. E. M., F. M. N., F. S. & J. S., please take a tumble and come up. We will be glad to see your smiling faces oftener in our division room. We often have visitors and it looks bad to see so few at each meeting. Come up; it is so much better for all concerned to go up to our division rooms and have a good number of brothers present, than to have a corporal's guard. I do hope every division room will have a good attendance after the close of our grand division, which is now in session at Toledo, O. I think every brother will be interested enough to go to his division room to hear the report of his delegate. Then I hope they will keep it up, and keep going to every meeting they can attend. In conclusion, will say to the brothers of Division 134, please try and come to our meetings more regularly. It certainly will be a benefit to you and the order and the ones you always find there. Then you will know what is going on and you will not have to ask some brother who attends what was going on, what was done and so on. With best wishes for our grand and noble order and its members, I will close,

L. L.,  
Div. 134-

DENISON, Texas, April 27. 1893.

*Editor Railway Conductor.*

This is one of the beautiful mornings that fill the heart with joy and gladness, or should, for it seems like God has done all in his power to drive away our gloom. Flowers are blooming and are filling the air with fragrance, birds are filling the air with song; but I forgot just now, that my wife was gone and has been gone nearly two weeks, and the buttons are gone from my pants and coat and shirt and I cannot find anything in the house I want. What in thunder is to become of me? She has just informed me by letter that she intended to stay two months longer. Oh my! Last night the spirits cut two feet off the end of my bed clothes, and when I would cover my feet I did not have anything on my back, and when I would cover my back there would be nothing on my feet. I found also, last night, I had more chairs in the house than usual (more work of the spirits). The result of finding them is a plaster on my shin (I wish the spirits would quit).

Well, it is awful nice to be surrounded so pleasantly. I am boss, while wife is away. I don't get up

in the morning now (but after noon) and find my wife has taken the last dollar I had. I mean the spirits. I have been trying to find a dollar or two in the same way by feeling in my pocket when I get up, but the dollar don't materialize. When the mail carrier whistled I went out to get my mail, and when I came in the house I sat down on a chair near the window where there was plenty of light, but I got up again, because I left a spool of thread with a needle in it on that chair. Trouble never comes singly. Jim asked me what was the matter. I told him his mother did not intend coming home for two months. My wife planted a nice garden just before she went away and told me to keep it hoed and water her flowers and so forth. Well, I have just found out that I have been cultivating a thrifty weed and have cut the flowers down. My wife ought to have stayed at home and taken care of her own flowers. I wish to correct the impression made above, that my wife will steal; she don't; she only takes the money just to see if I will miss it. Boys, you know how it is but she keeps the money for fear I will lose it. My wife is a member of the O of R. C. now, and the conductors always get every dollar they can, you know. Well, I have met several of the brothers since the RAILWAY CONDUCTOR came to hand, and none of them have said to me: I read your letter; so I am under the impression it did not make much of a rattle, so I will try again. Do any of you brothers know Charley Knowlton? He runs the Hill train and is just as sour as he ever was. He will haul a fellow over the coals quick if he neglects to attend the division; you bet he knows whether you are in or not and he knows whether you are well or sick. There is old Hank Rush; he got shook up a few weeks ago and has had it in for the boys ever since. John Tiggart, who used to run a train in Arkansas, uses lots of Star tobacco; poor boy; had a wreck, train parted and the hind end did not stop until after head end did. Bro. Grant, who is fat and forty, wants to get married. Senator Page and Shelton and Smith run the local on the north end, but the prettiest fellow is the senator. I think Shelton is baldheaded; Smith is business all over. How my eye is upon our chief and his worthy assistant. Bro. Chief Conductor Darlington is good looking and fat, but Bro. Oldham needs to be watched mighty close. I think Bros. Dolan and Bledsoe and Kirkpatrick (who is baldheaded) and Smithe Powers (of the Lehigh Branch), should be put in a bag and shook up to see which one come out first. I will tell you about the rest of the brothers in another letter. I am laying for the brothers on the south end. I have not heard much from the Ladies Auxiliary to the Conductors, but I think

they are O K, and I will hear a good report from them very soon. Lone Star 53 is not so well attended at present, owing to the stock rush, which has kept the boys out on the road too much to make it agreeable to attend. We are all getting in a big month. Our Train Master, Mr. D. Sullivan, is a good officer; all business; strict in discipline, but very kind for all. He has the lines well in hand and is managing an immense business. Mr. L. W. Welch, our Div. Supt., could hardly find a better man as his assistant than Mr. Sullivan. Now I expect in your judgment, I ought to stop, so I will. I was in hopes to see quite a number of letters from our sisters, but I suppose they have all gone fishing. Wishing success to our order, I close.

Yours in P. F.

S. P.

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*Editor Railway Conductor:*

SEYMOUR, May 20, 1893.

One of the most pleasant events that could possibly have taken place was enjoyed and conducted by the employes of the O. & M., at the Seymour opera house on last Thursday night, May 18th, the occasion being the presentation of a fine watch, chain, and charm to A. J. Frazer, and to his worthy wife an elegant silver set, spoons, cutlery, etc. The old war horse, he who had for 28 years been in the employ of the above named road in all its various capacities, he who had so often "read the riot act to the boys," had it read or rather spoken to him by C. E. Miles in a way that brought tears to the surface, and so very appropriate and touching were the remarks prior to the presentation, that had Mr. Frazer not wished to distinguish himself before the many ladies present as a soldier, he would not have been able to make the reply that he did—so full of gratitude and good feeling for all of his Seymour friends, and especially the old O. & M. boys. The watch, an elegant time piece of the Patek Philippe brand, of Swiss movements, together with the chain weighing 57 pennyweights, was purchased of Duhme & Co. of Cincinnati, and cost close to \$300. The solid silverware presented to Mrs. Frazer, was purchased of the same firm, and cost about \$140, the whole outfit representing a cost of nearly \$450, a sample of the regard and esteem in which Mr. A. J. Frazer was held by his former employes and brother officials. A neat little program had been arranged, interspersed with music, in which the different branches of the service were represented. At the door a conductor—ushers composed of one operator, one brakeman, and one yard man; an engineer and fireman assisted Conductor Miles in his duties, and station agent, Mr. C. C. Frey, was "Master

of Ceremonies." Mr. Frazer left on the following morning for Birmingham, Ala., where he now holds the position of general superintendent of the A. G. S. Ry. His family will follow in a few days, and Seymour losses one of its first families, but they take with them the assurance that although their departure is regretted, the best of wishes from their friends follow them. We regret that time will not allow a detailed statement of *the affair* of the season, but suffice to say at the close we indulged in a regular old fashioned Methodist hand shaking. E. D. C.

#### A Souvenir Spoon.

When the souvenir spoon became a fad  
As a gift to be highly prized,  
I bethought me of a spoon I had,  
And a day it immortalized;  
And I turned to a drawer where an angler's traps  
In confusion were stowed away,  
And my souvenir, from a mass of gear,  
I untangled tenderly.

The thrill of the strike thrills through me now,  
And the whirr of the reel I hear,  
As he madly sped with the silken thread  
And plowed through the waters clear;  
He jumps—he's gone! no, once again  
He's off at a gallop rare,  
Till he stops short, reined, while my rod is strained  
And the bar of my reel is bare.

Oh, the fears and doubts as I reeled him in!  
Short moments seemed an age;  
He sulks, then takes a frenzied leap  
And shakes his head with rage;  
And I live again through an instant's dread  
At a splash and a whirl of foam—  
'Twas the last vain plunge of a muscullone  
As my boatman's gaff struck home.

O'er my mantel now, with blue ribbon tied,  
Marred by many a savage dent,  
It tells you a tale that is not belied  
By its hooks all snarled and bent;  
Of a battle won, and a noble fight  
By a foe who held life dear—  
With its feathered gang, there I let it hang  
As a cherished souvenir.

*Outing for May.*

*Editor Railway Conductor:*

CLEVELAND, O., June 6, 1893.

It may be of interest to members of the O. R. C., to know that the conductors and engineers selected by the Lake Shore railroad officials to run the Royal Exposition flyer are carrying O. R. C. and B. of L. E. Standard watches.

These watches have been modeled and built for utility, durability and accuracy. The special features embodied in the construction are "apace with the times," modern in every particular. We trust our friends in the O. R. C. will pardon the spirit of zeal we exercise in heralding the merits of the new watches, which we have dedicated to their excellent organization.

Respectfully,

WEBB C. BALL.

The secretary of Horton Division No. 226 inquires for J. R. Simmons. Can any reader advise him?

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We are indebted to a number of good brothers for back numbers of THE CONDUCTOR and return thanks for the courtesy.

\*\*\*

Brother H. H. Glennie, of Division No. 133, will confer a favor if he will send his address to the secretary of that division and to this office.

\*\*\*

Susquehanna Division, No. 337, celebrated its first anniversary by a banquet May 27th, and it was an extremely pleasant and enjoyable occasion.

\*\*\*

Brother F. B. Copp has left the rail and is now proprietor of the Grand Central Hotel at Mt. Carmel, Ills., and members of the Order who visit him will find a warm welcome. We wish Brother Copp success.

\*\*\*

Brother F. M. Ingalls, secretary of the Brotherhood Home, writes a letter to Mrs. T. B. Watson, of this city, thanking her for a donation to the Home. This Home is certainly worthy the support of all railway employés.

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An item is going the rounds of the press to the effect that the "Pensy" and the Lake Shore will give every employé two weeks' absence to visit the exposition, and it is quoted and favorably commented upon by so reliable a paper as the *American Machinist*. There is no truth in the report, and neither company will do anything of the kind.

\*\*\*

Members of the benefit department will please note that notice of assessments, Nos 265 and 266 was issued June 1st, and the time for payment expires July 31st. It is a "double header," and every member must remit \$2 for each \$1000 of insurance so it will reach this office not later than July 31st.

\*\*\*

A copy of *The Masonic Constellation* advises us that Sir Knight Charles S. Glaspell has been chosen Right Eminent Grand Commander of the Grand Commandery of Missouri. Brother Glaspell is a well known Rock Island conductor, and one of the old members of Trenton Division, No 42, of the Order.

\*\*\*

The artist who "dropped a crown sheet," and described it in the following language, has missed his calling in becoming a locomotive engineer:

"Owing to the temporary deficiency of dampness on the roof of the furnace of the 8 the active combustion of carbon caused caloric intensities sufficient to permanently derange the contour of the sheet. Please suspend active participation of this locomotive from transportation department, and require the employment of skilled artisans and mechanical appliances unobtainable at the time and place of such unsolicited and unexpected derangement of crown sheet and schedule, caused by procrastination of the application of the appliances for introducing water into the interior of the boiler."

# MENTIONS

Brother H. N. Dinsmore has resigned his position of passenger conductor to accept the position of superintendent of the Central Railway & Electric company of New Britain, Conn. We congratulate Brother Dinsmore and trust that his new position may prove a pleasant one.

\*\*. \*

When the editor of THE CONDUCTOR left the proof reading for the May number to the printers while he was attending the Grand Division, he did not appreciate "to what it might lead to," nor did he think they would be so "barberous" as to exceed him in the number and ridiculousness of the errors left uncorrected.

\*\*. \*

President Gompers, of the American Federation of Labor, announces that a settlement has been made between the Liggett & Myers Tobacco Company of St. Louis, and their employes and the boycott on the products of that company has been declared off. Our readers will find their advertisement in this number.

\*\*. \*

We regret very much to learn that our old friend and Brother, George L. Woolen, the efficient secretary of Division 336 at Duluth, recently received serious injuries, losing a part of his left hand and having the right arm fractured and the right foot badly crushed. A note from Brother Woolen states that he is getting along nicely.

\*\*. \*

By a vexatious error for which the grand secretary enters a plea of guilty in the first degree, the names of Brother Frenz, delegate from Division 68, and Brother Towne, a permanent member, were omitted from the roll of members attending the Twenty-fourth Grand Division. We trust the Brothers will be merciful in their sentence.

\*\*. \*

Brother J. J. Leighton, a member of the Brotherhood of Locomotive Engineers, announces that he is manager of a free hotel intelligence office, and tenders his services to provide rooms and accommodations for all who will call, without any charge. Brother Leighton advises visitors to hold their baggage checks and call at his office at 311 63rd street, when they will be shown rooms at various hotels, and at various prices, from 50 cents to \$8.00 per day. The best of references are given, and he will be glad to send circulars to any who contemplate visiting the great show.

The Chief Conductor of Ottumwa Division No. 216, in a personal letter, states that the members of that division are congratulating themselves on the possession of a home. They have just moved into their new hall and are well pleased with their experiment. We congratulate the boys on their acquisition and hope they may prosper in their new home.

\*\*. \*

We are advised by the secretary of Division No. 295, at Livingston, Mont., that B. B. Gogerty, one of their members, is under charges for fraud, and that he is traveling over the country defrauding members by means of worthless checks. He is supposed to be in the vicinity of Kansas City. He holds Division card No. 1,327, and if presented, please take it up and return to the secretary of 295.

\*\*. \*

Cutaneous diseases and eruptions are now being treated successfully by medicinal soaps. They are considered efficacious and can be used with less inconvenience and greater benefit than internal remedies. Sulphur Soap is now in the front rank of medicinal soaps, and the one that we have been and are now advertising, as being one of the pioneers of this class of medication, is Glenn's Sulphur Soap. It is recommended specially for the needs of railroad men, in alleviating scalds, burns, prickly heat, cracks in the hands and open sores and incipient skin diseases. Like all articles of general merit, it has been imitated, and buyers are cautioned to ask for and obtain Glenn's Sulphur Soap. The Charles N. Crittenton Company, of New York, are the proprietors, and particularly request buyers to beware of counterfeits now on the market.

\*\*. \*

Mr. Webb C. Ball, the enterprising and well-known watchmaker, of Cleveland, Ohio, has about ready to place on the market a watch which he has named the "O. R. C.," and which he intends to make the standard conductor's watch in the United States. It is the result of several years experiment, and it certainly is a beautiful piece of machinery. It is not a cheap watch, but it is one which, if properly cared for, will last a life time, and consequently will be the most economical one that a conductor can buy. Brother Clark wears the first and only one that has yet been sold, which was presented to him by his friends in the Grand Division at Toledo, or rather by some of his friends, for many of them knew nothing of the matter until Baker interrupted the proceedings with the presentation. Ask to see the "O. R. C." before you buy a watch.



Our readers who write to any of the firms advertising in these columns are requested to mention  
**THE RAILWAY CONDUCTOR.**

WM. P. DANIELS, EDITOR AND MANAGER.  
 W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

### THE TWENTY-FOURTH GRAND DIVISION.

The writer has attended every session of the Grand Division of the Order of Railway Conductors that has been held, beginning with the one held in Chicago in 1878, and he can truthfully say, that there has never been a session that, considering all the conditions, was as harmonious and where the feeling of fraternity was so universally exemplified as the one which closed on the evening of May 17th. It is true that when the Grand Division was composed of but a few members it transacted its business in less time and with less discussion, and fewer differences of opinion; but it certainly is not surprising that there should be wide differences of opinion in a body composed of ten times the number of the Grand Divisions in '78 and '79; the surprise is that there should be as much unanimity of opinion as was shown at Toledo.

Tuesday morning at ten o'clock, the delegates, their ladies and a considerable number of Toledo's citizens gathered at the People's Opera House. After prayer and music, Mayor Major, an old Iowan, extended a hearty welcome to the conductors and their wives to the city, which certainly proved itself one of the most hospitable on the continent. The Mayor was followed by Governor McKinley, who was greeted with a storm of applause, his political opponents vying with his friends in the warmth of their greeting. We regret that we are not able to give the remarks of both these gentlemen, for they spoke words that we wish could be heard by every conductor in the land. The welcome to the city and state by the respective executives, was responded to by Brother Clark, in his usual happy vein, and it was a noticeable fact, that his well chosen remarks did not suffer by comparison with those of the gentlemen who preceded him. He made a particularly happy "hit" in his allusion to the fact that Gov. McKinley stood as the personal exponent of the principle for which the conductors organized, "protection." Postmaster Brown made an eloquent address, in fact the speech of the occasion; it reflected our sentiments and received our hearty endorsement, yet we could not but feel that it bordered a little too much on political matters, and was a little out of place at a reception of this character. The address was well received and heartily applauded, and a few days later Mr. Brown was presented with an elegant gold headed

cane by appreciative members of the Order. When Frank P. Sargent made his appearance it was the signal for an ovation second to that accorded to no other speaker. We are indebted to the *Firemen's Magazine* for a brief synopsis of Brother Sargent's remarks, as follows:

"It was nearly two years ago that I first met your officers. Since then I have traveled side by side with them. I came here to day to pay you tribute in behalf of the Brotherhood of Firemen, whose members are your constant companions and who are looking towards Toledo to-day. They hope this convention will be one of the most successful in the history of the Order, and that you may go home laden with good ideas, and the determination to carry them out. The O. R. C. will not alone be benefited by your deliberations, but every organization will learn from you, and will go forth to greater conquests than they have yet achieved.

"My predecessor, Mr. Brown, has brought home to me several questions which I must have time to consider. Each one of this audience must consider them. But, sir, you have spoken them to a body of men who are capable of grasping the ideas. In Toledo things have been brought up during the past two months which should have awakened the thoughts of every one. Right here we have seen men ask to better their condition. They were men who were firing locomotives for \$1.20 per 100 miles a day. [Hisses.] They have gone in a gentlemanly manner and asked for a few cents more a day. They have gone so far as to ask that their fellow citizens be called in to arbitrate. Finally, when the head of the great corporation involved said he thought this to be an honorable way, and the men were called, the firemen were given a raise in wages. The corporation then repudiated the settlement with their men, when they could no longer work they withdrew from the service. This was an honorable transaction and will stand to their credit. Yet by contemplated action of their fellow workmen we were obliged to bow in humble obedience to the law, which, as honorable men we did. We were told that we must quit our position at certain times and places. We obey the laws. We believe in obeying the mandates of the jurists who are elected to preside over us. But we must analyze the laws and see if there is not something in them that will protect our interests also. If the common carrier must carry on its work, let it be seen to that those who work for them get justice. Let the experiences of the last three months teach us the lesson. Let us think. Let us require the gentlemen to whom we have given our franchise to enact laws in which we will be given a hearing. Then we will bow in humble obedience to the laws, go ahead and do our duty and protect this noble country.

"Brethren in legislative session, let us pass in review the record of the past two years; pass laws which will do you honor and credit."

In closing Mr. Sargent paid tribute to Chief Conductor Clark. He said: "It makes me proud to pay tribute to the noble man who presides over the O. R. C. On many occasions we have been together in council. I have found him honest, noble and truthful. I am proud to call him brother. There is not a fireman in our brotherhood but tells the same, and when your work is ended may peace and prosperity enter your life. May the O. R. C. stand out as a bright star in the constellation of organized labor."

Brother Sargent was followed by Brother Wilkins, and he by the genial Edmund Burdette Coman, who kept his hearers convulsed with laughter for ten minutes, after which the meeting closed, leaving undone two little things which are sincerely regretted, particularly by the grand officers of the Order. The ladies of the auxiliary were out in force, but by an unfortunate oversight on the part of all who spoke for the Order, they were entirely overlooked, and no one thought to extend to Brother Sargent the sincere thanks that welled up in every heart, for his eloquent tribute to our Grand Chief Conductor. It certainly was appreciated by all, and the momentary silence that preceded the storm of applause that greeted the kindly words, was of itself an acknowledgement of the appreciation of the hearers.

The reports of the grand officers to the Grand Division demonstrated the prosperity of the Order both in membership and financially.

Brothers Clark and Clancy received the unprecedented endorsement of a re-election without a dissenting voice, for while it is true that grand officers of the Order have been unanimously re-elected heretofore, we believe a unanimous re-election in a body so large as the Grand Division now is, is unprecedented in the history of the Order. Brothers Clark, Wilkins, Garretson, Clancy and the writer were re-elected; Brother W. R. Mooney, of 157, was chosen without opposition, as the second member of the trustees, and Brother W. K. Maxwell was elected to the insurance committee; Brother Purrett, of 26, is the G. J. C.; Brother Maleady is G. I. S., and Brother W. C. Bradley, of Mexico, G. O. S. Atlanta, Ga., was selected as the place of meeting in 1895. A number of changes were made in the laws of which members will receive due notice. We note a few of the most important. The Trustees and Insurance Committee were given power to elect their own chairman. Members are directed to become members of the most convenient division situated on the line of railway on which they are employed, those occupying official positions being excepted. Assessments for the expenses of committees are hereafter to be made through the office of the Grand Secretary, and any member failing to pay any such assessment within sixty days from the date of notice, is reported as suspended without any action of the division. Members are required to pay grand dues in December of each year for the following year, and any member who fails to pay on or before the 31st of December, may be reported as suspended by the division secretary without action by the division. Suspended members suspended for nonpayment of dues and assessments can only be reinstated after paying all dues and assessments, and by consent of the division. A law was enacted providing for state and national legislative committees, which is commented upon on another page. In the Benefit Department, the laws were amended to conform to the rule adopted and approved by the Trustees and Insurance Committee, providing for the series of certificates and for exchange from one series to another; also, providing for sixteen assessments per year, and giving the officers authority to make extra assessments if it is found to be necessary; also, to suspend any of the regular assessments if it can be done. Notices of assessments for the balance of this year will be

sent to each member July first, and for the entire year of 1894 in December next. The statement of losses paid and the financial statement of the Benefit Department will hereafter be given on the receipts. The Grand Chief Conductor was made editor in chief of THE RAILWAY CONDUCTOR, with authority to procure necessary editorial assistance and commencing with the number for January, 1894, it will be sent to every member free of charge.

The city of Toledo did itself honor in its reception of its visitors; many of its business houses were decorated, and numerous banners with the word "Welcome," were suspended across the principal streets. Every morning and evening there was something in the way of an entertainment for the conductors and their wives. The Ohio Yacht Club, an organization celebrated for its royal hospitality, gave the conductors a ride to Presque Isle on the steamer Pastime, and a magnificent reception at their club house on the island. The entertainment given was a royal one certainly, and all went home well pleased. The next day, the program was repeated for the benefit of the ladies, though it is claimed that Stevens made some slight changes in one of the vocal numbers, and that when "the cat came back the very next day" to the reception given the ladies, it was not so completely demoralized as when it returned from the Rio Grande where the conductors did not appreciate the feline.

Two other notable receptions were those given by the Press Club and by the Toledo Traveling men's Association. Hospitality and good-fellowship was the rule with all, and the only thing that marred the perfect enjoyment of all, was the refusal of Dan Honin to be taken home from the press club rooms in a hack, and who made a spurt up the street that would have done credit to any sprinter in the land.

Not a soul who attended the Grand Division could leave Toledo with anything but kind words and best wishes for its future, and for the welfare and prosperity of its genial and warm hearted citizens, and if the name of the city by the lake is not carried to the remotest confines of civilization on the North American continent, it will be because the boys and their wives lose the power of speech before reaching home.

#### OUR LEGISLATIVE LAW.

It is sincerely to be regretted that in all deliberate bodies, the opportunity for unwise and hasty legislation comes with the haste of members to complete their work and return to their homes. We have numerous and expensive examples of this in the different legislative bodies from the National Congress down to the different state assemblies. The Grand Division of the Order has been unusually free from anything of this kind, but there was enacted on the last day of the session at Toledo, a law providing for state and national legislative committees, that while it may not work any special harm, is at least a bunglesome, and as we believe, an entirely useless law, and one which is much more likely to work harm than benefit. That it should have been enacted into law at the third reading by general consent and without an objection, which would at least have required a vote on the proposition, was a matter of extreme surprise to many

members, including the writer; certainly there would have been objection and an attempt made to at least place it in a more effective shape, had not the attention of the writer been called to something else just at the critical moment, and until it was too late to do anything in the matter, considering the temper of the Grand Division at the time of its final passage. That a measure of so much importance, and with so much of an opportunity for either good or evil, should have become law with no discussion, and with many of the members, as they have personally informed us, ignorant of its effect or even its intent, is surely a matter of surprise, when we consider that during the early hours of the session, no measure is permitted to pass without scrutiny. The committee on jurisprudence must have expected that the measure would be killed, or they certainly would have made an effort to present something more effective than the law as it now stands upon our statute book. It is a difficult matter to amend or change any section of either the constitution or statutes of the Order without in some measure affecting some other section. Officers of the order will devote much time to a careful study of the laws in all their bearings, finding it necessary in many instances to consult legal authority, and recommend amendments and changes, that would make of our laws a complete and harmonious whole, and when amendments are offered that are hastily prepared without any consideration of the effect they will have upon other portions, they are often adopted. For while there is always a careful committee, and usually individual members watching for discrepancies and prepared to warn the Grand Division before the final enactment, some of them will creep through and uncertainty and injury is the result. The amendment of our laws should be a matter of weeks and months study and not the result of a momentary inspiration to correct some supposed evil or provide for some particular point without regard to what else may be affected. That what we have said is true, will be apparent to any careful reader of the proceedings of the last Grand Division, and we are becoming convinced that it is absolutely necessary for us to make the way of amendments to our laws a harder road and one more difficult of accomplishment.

In respect to the legislative law, which has furnished the text for what we have said, in the first place it should be an article by itself in the statutes, instead of being sandwiched in as a section of an article in the constitution, where it certainly does not belong and where it is as manifestly out of place as would be a section of the law under which United States judges declare that a railway employé has no rights which a corporation need respect. The intent of this law is all right, for it is certainly apparent to all that it is necessary for organizations of railway employés to pay more attention to legislation and politics than they have ever done heretofore.

There is no occasion, though, for a committee of forty or fifty members to act as a national committee; the law literally provides for a committee of one from each state and territory, Canada and Mexico, thus making a committee of forty-eight with our present divisions, but it was explained that it was the intent of the law to provide for one representative on this committee from each province of Canada and Mexico, which would

make a total number of fifty-five, forty-six from the United States, seven from Canada and two from Mexico. The duties provided for this committee are very indefinite indeed; it is required that they shall "propose, advance and secure by all honorable means final passage of such legislation as will tend to promote and protect the interest of the Order of Railway Conductors, and be beneficial to railway employés and oppose all legislation of a negative character."

This may mean enough to destroy the Order or it may mean absolutely nothing. On so important a matter, the duties and responsibilities of the committee should be so clearly defined, their power and authority so specifically stated that there would be left no room for doubt. If the intent of the law so far as this National Legislative Committee is concerned, is that it shall be simply advisory, meeting only at the time specified for its regular meeting, it will as a whole, be able to do but little either for good or ill; a smaller committee would accomplish this to a much better advantage and a provision requiring them to report to the Grand Division for the decision of that body, would be much more in accordance with the Democratic idea of the government of the Order by its members through their direct representatives; this understanding, however, does not comport very well with the almost unlimited authority conferred by the language quoted above. The duty of the Executive Committee provided for, seems to be entirely advisory, the unwieldy National Committee being given directions to do what could be much better accomplished by the smaller committee of five.

Again, too, in appointing a state legislative committee and a chairman thereof, the Grand Division certainly infringed upon the privileges and rights of the divisions and members in the states and provinces; the selection of men to represent them in matters of this kind should certainly be left to the members themselves. No provision whatever was made for the expenses of the work to be done by the National Committee or its Executive Committee outside of postage and stationery and the Grand Division refused to listen to the reading of a resolution appropriating money for that, so that the committee is penniless and practically powerless, and unless its members are patriotic enough to advance the necessary funds and wait two years for their pay and even then take chances of not getting it, they can do nothing. We believe, however, that when members of the Order have examined this law and expressed their opinions in regard to it, there will be little chance of any one advancing much for expenses. The result is that the Order will have a large and cumbersome committee, and its attendant machinery without any use on earth except to be ornamental. The state committees may do something, but the chances are that they will not, particularly after members have an opportunity to digest the law.

If members of the Order expect to gain anything in the way of National legislation, they must have confidence enough in their executive to practically place the entire matter in his hands and under his authority; a national legislative committee which does not contain at least one Grand Officer, will be of no benefit to the Order unless we choose to employ and pay some competent man to give his time to legislative matters. A

committee to be of benefit, should consist of not more than ten members, including all the grand officers who are regularly employed by the order, with perhaps the exception of the Grand Secretary; of this committee, the Grand Chief Conductor should be chairman, and he should and *must* in order to accomplish anything, have funds at his command and authority to use them and to call members of the Order to his assistance when necessary, outside of the members of the committee. Such a National Committee, acting with other railway organizations, can accomplish much, but a committee representing an organization which does not have the influence of a regular officer of the Order, will accomplish little if anything to benefit the Order. For state committees, the Grand Division should have provided for their election by those directly interested, and that they should labor under the direction of a national committee. We trust that the present law may lead to such a study of the subject as will lead to the enactment of a practical and useful law, but we regret the time that will be necessarily wasted.

The *Century* for June opens with a reproduction of a cast of the Juno of Argos, discovered in 1892 by the American school of Athens, and here printed for the first time. This is to accompany an account of the finding of the statue, by Dr. Waldstein, director of the American school, who, according to recent advices, has since made important additional discoveries in the neighborhood of Argos. Profile views of the statue are also shown in the article.

The number contains two seasonable articles relating to sports, the first by Lieut. Wm. Henn, the well-known naval officer and yachtsman, who, in 1886, sailed the *Galatea* against the *Mayflower* for the America's cup. This article records the pleasures and perils of a cruise on the Florida coast in a skipjack of less than thirty feet in length, and describes a perilous experience in crossing Jupiter Bar. The other paper is a consideration of certain phases of college athletics by Walter Camp, including "training," "rules," "eligibility," "the attitude of college faculties," and "the spirit of fair play," thus following the line of current discussion in the athletic field.

With the third part of "Omega," the work of the French astronomer, Flammarion, which appears in the *Cosmopolitan* for July, the reader is able to grasp something of the great purpose of the author. "Omega" is declared by those who have read the entire work to be one of the most remarkable writings of the century. While pretending to be a novel, it is a work having a deeply philosophical purpose as is more fully developed in later chapters. It is something that no fairly intelligent person can afford not to read, and is surely destined to become a classic. In a recent number of the *Cosmopolitan* a story was published, entitled "The House of the Dragons," which received wide criticism because of the importance of the life problems involved. A daughter of Bishop Potter, who was for some time connected with important mission work among the working girls of New York, has undertaken to reply, and discusses another side of the question in the July number. An interesting article on the "City of Brooklyn," by Murat Halstead; the peculiar

games of the New Mexican Indians, by Chas. F. Lummis; "Sorosis," by Margaret Manton Merrill; the fight of the Cumberland and Merrimac, told by Capt. Thos. Selfridge, one of the survivors; a paper on "The Deserted Homes of New England;" an account of the Brussels Monetary Conference, by one of its most distinguished members; a curious story of the southwest, by Opie Read and a contribution by Mr. Howells, are among the many important papers of the June issue.

*Scribner's Magazine* for June opens with the second article in the series on "Men's Occupations," which is to be a feature of the coming months, including among its contributors W. D. Howells, W. Clark Russell, Julian Ralph and John Drew. The article in the present issue is "Life in a Logging Camp," by Arthur Hill, president of one of the great Michigan lumber companies. He has written from the fullest knowledge, having been through almost every phase of the lumber business—since as a mere school-boy he started out to learn the business of a landlooker. A feature of his article is the very intimate and attractive view which he gives of the "shanty boy," as the logger is called, describing how he actually lives, and picturing his bravery and light-heartedness, his hardships and his amusements; the risks he takes, and the chances for promotion which the life offers. It is safe to say that never has there been put in a single article more of the reality of the logger's life than is in this graphic sketch by Mr. Hill. It is supplemented with abundant illustrations by Dan Beard, who visited the Michigan lumber camps in mid-winter for the magazine and made these sketches from life. It is intended that all the articles in this series shall possess equal verity and pictur-  
esqueness.

The June issue of *Jenness Miller Illustrated Monthly* is replete with entertaining features. There is an endless amount of good reading for both men and women. One of the most interesting articles describes a visit to Sir Frederick Leighton. There are stories, poems, fashions and articles describing dainty work for women in summer. Ten cents a copy, \$1.00 a year, with premium.

Sample pages of "A Standard Dictionary of the English Language," soon to be issued by the Funk & Wagnall's Company, indicate that the book will immediately take a high place among the lexicons of the day. Several new features have been introduced which we have noticed in these columns heretofore, and which we believe will be an improvement that will be appreciated by both the scholar and the layman.

Information wanted of George Elliot; when last heard of in 1890, was a conductor on the Union Pacific Railway. His address was Arcade Hotel, Montpelier, Bear Lake Co., Idaho. His brother, Wm. Elliot, a conductor on the Northern Pacific, was killed at Spokane, last fall. His mother and sisters are very anxious to know of his whereabouts. He is a Mason. Address his sister,  
MRS. W. J. VIPPHAM,  
St. Thomas, Ontario,  
Canada.

Box 794.



*The Musical Echo* for June sustains its previous reputation and the wonder is how its publishers can give so much for so little. This number contains three new vocal and four instrumental pieces.

The Architect and Builder's edition of the *Scientific American* for May fully sustains its excellent reputation, and is a publication that should be found in the office of every architect and every person contemplating building.

*The Chicago Dispatch* is waging an energetic warfare against the gamblers and thugs with which the World's Fair city is infested, and its arraignment of the reform city administration is scathing and severe. Mr. Dunlop, the publisher, was assaulted and severely injured by a couple of the thugs recently.

No. 1, Vol. 1, of the *Railway Record*, published at Omaha, is on our desk. It is published by Kennedy, Clark & Riggs, with A. F. Clark and F. A. Kennedy as editors and Geo. D. Riggs as manager. The first number indicates that the gentlemen will be able to publish an interesting paper. The *Record* is issued weekly and the subscription price is \$1.50 per year.

Senator Lodge and Mrs. Burnett take the head of the column in the current number of *S. Nicholas*, and tell the praises of the national capital, to which Mrs. Burnett gives the name, "The City of Groves and Bowers"—certainly a more pleasing title than "City of Magnificent Distances." Mr. Lodge's sketch gives the important facts and legends connected with the city's past, and commends the wisdom that set apart a truly national city for the capital. Many older readers will be surprised to learn that Washington's site is the result of a compromise. Mrs. Burnett approaches the subject from the point of view most suitable to young readers. In graceful and poetic style we are told why Washington should be a paradise for children. Both articles are fully illustrated.

Boys will learn from Mr. Davidson's sketch of the "Vesuvius" just what is to be expected from Uncle Sam's destructive marine popgun. How gun-cotton will act when brought in contact with an enemy's vessel we do not yet know, but one can imagine that the testimony as to its effect will be from those who were at some distance.

Drawings and diagrams make clear the construction of this latest Yankee notion in warfare.

Lieutenant-Commander E. W. Sturdy, U. S. N., explains the "Weather-Map of the Ocean," and gives due praise to the compilers of this invaluable guide to mariners. Since it is written or young people, the sketch is undoubtedly just what will interest and entertain their elders.

"The Beaver's Home," text and pictures by Tappan Adney, is an excellently written and illustrated sketch of the haunts and habits of the fur-coated community, now almost extinct even in America, though every boy stamp-collector knows the pretty postage-stamp that bore the beaver's effigy. Other long articles are the story, "The Apple of Arabia's Eye," and "Frank Pinkham, Reporter," by John Z. Rogers, the latter showing how "there is a tide in the affairs of men," even if the man be a boy living in a lighthouse. There are short and bright pieces—fun without foolishness—in generous quantity. Of verse we may especially recommend Herford's "Deceitful Dormice," Margaret Johnson's "King's Test," and the touching little story of "When Timmie Died," by Miss Fallows.

*Outing* for June opens with a seasonable and most interesting sketch of "Black Bass Fishing." The author, Francis J. Hagan, knows the many peculiarities of this hard-fighting game fish, and writes so pleasantly of his experiences, that one longs to hie away to rushing stream and sparkling lake in quest of bass. Many other attractive features of text and illustration complete a delightful number. The second paper on the "Kings and Queens of the Turf" in *Outing* for June, completes one of the most valuable works on the light harness horse that has yet been printed, carefully following the breeding, development and notable performances of every recordbreaker from the first appearance of Hambletonian's famous brown son, Dexter, down to the closing triumphs of the phenomenal Kremlin and Stamboul in 1892.

In our last issue we noticed the fact that there was soon to be issued from the press of John B. Alden, a new edition of Longfellow's immortal *Evangeline*. We have since received a copy of the book, and find that what we then said is short of what may be said of the book. It is an elegant little volume in blue and white cloth with gilt edges and silver title, profusely illustrated and printed from good clear type on good paper; it will be sent postage paid to any address on receipt of 25 cents, which is certainly less than half what one would expect to pay for such a book.



**"This life of mortal death  
Is but a suburb of the life elysian,  
Whose portal we call death."**

#### **Hurty.**

Brother Hiram Hurty was the principal founder of Division 225, and while a member of said Division, he ever had its best interests at heart, and labored assiduously for its upholding and prosperity, never growing weary in the good work. Not alone for the prosperity of Division 225, but the whole Order at large; as his labors in both Subordinate and Grand Divisions has demonstrated. Although not a member of this Division at the time of his death, we feel that we would be direct in our duty, should we fail to manifest the high esteem in which he was held by us, and we realize, that in the death of our Brother, Hiram Hurty Division 225, the Division of which he was late a member, the Grand Division and the whole Order has lost a noble worker, one whose place cannot easily be filled. The members of Division 225 deeply sympathize with his family in their said bereavement. Although his loss may cause deep sorrow to his family, and the Order, yet we can look forward with hope to a future life beyond the grave.

W. E. C.

#### **Monahan.**

Div. 55 has been called upon to record the death of one of its members, Bro. Thos. Monahan, aged 33 years, died of Bright's disease at the hospital of the U. P. system, at Denver, Col., March 22, leaving a wife and two small children, one 2 years of age and the other but 4 months old. His remains passed through Kansas City in charge of his widowed mother on their way to Indianapolis for burial, March 25.

#### **Moore.**

Division No. 84, at Perry, Iowa, has sustained a great loss in the removal by death of its Chief Conductor, F. L. Moore, who died at his home in Perry, April 9. It may be of interest to a wide circle of acquaintances who are readers of THE CONDUCTOR to know some of the facts in connection with Bro. Moore's life and work in the railway service.

When a boy he came from Pennsylvania to Wisconsin where he entered the service of the G. B. W. & St. P. R'y as brakeman, which he soon left in order to join the Wisconsin Central service, where he was soon promoted to a passenger run out of Milwaukee, which he held at the time the Wisconsin Central and the M. & N. changed hands, in the winter of 1882. In the spring of 1883, he came to Perry, Iowa, where he has ever since been working for the C. M. & St. P. R'y. He joined Perry Division, No. 84, O. R. C., in 1884, and has served his division as delegate to four successive Grand Divisions, Toronto, Denver, Rochester and St. Louis, and was looking forward to the pleasure it would be in again meeting old friends and making new ones, at the recent Grand Div-

sion in Toledo. He has also represented the Conductors of his division at different times in consultation with the officers of the Milwaukee Road, and at such times has always been treated in a fair and considerate manner.

Bro. Moore was held in high esteem by his associates, and among men was considered a man whose nobility of character, purity of purpose, and exemplary habits, made him a worthy example. There had been a slight, almost imperceptible breaking down of the system for several years, and when pneumonia settled upon him, the chances for recovery were doubtful, but being a man of tenacity of purpose, though naturally very frail, he withstood the ravages of the disease longer than his physicians believed possible. He was confined to his bed just three weeks. He leaves a wife and one child, who expect to make their home at Stevens Point, Wis., where Bro. Moore was laid to rest by the members of Division No. 211, April 11, 1893.

Bro. Moore held three certificates in the Benefit Department of the Order. A discreet and wise counsellor has left us.

#### **Price.**

Louis Franklin Price was born at Poston, Ripley county, Ind., December 25, 1862, but for many years had been one of Seymour's most highly esteemed citizens. At date of his death he was in charge of a local freight train running between Seymour and shops. He was well and favorably known to all patrons of the line, and to every man, woman and child in the vicinity of his entire run.

In the month of May, 1882, he entered the service of the Ohio and Mississippi railroad as a switchman, serving in that capacity and that of a brakeman for three years, at which time he was made conductor, in which capacity he served his employers honestly and faithfully up to the date of his tragic death. Perhaps, never before has a like calamity so startled the people of our little city as that of "Lew Price is shot" made on Saturday afternoon. The public generally are familiar with the details of the affair in which a worthy man was slain at the hands of a cowardly assassin, who, long ere this will have been read, has paid the penalty of his crime.

Louis F. Price was an honored member of the O. R. C., Seymour Division No. 301, and of Hernion Lodge, No. 44, K. of P. Over his friends, and he had many, a feeling of gloom and sadness has settled, and the feeling of sadness is universal throughout the country. Lew had many friends among the railroad men and was held in the highest esteem by his employers. He was a true man, kind husband, and a dutiful son. His hand was always open to the needy, and he was always "true blue" to his friends.

# THE RAILWAY CONDUCTOR.

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NO. 7.



## THE ANN ARBOR STRIKE.

A strike is a declaration of war. It is therefore the policy of the Brotherhood of Locomotive Firemen to discourage strikes, and adopt other methods for the settlement of disagreement with employers, strictly in accordance with common sense, always having in view the welfare of the parties to the controversy. To verify this statement, it is only necessary to refer to the constitution and laws of the brotherhood, which are eminently conservative and democratic.

The laws of the brotherhood recognize the sovereignty of the membership. They confer no arbitrary power upon the chief executive of the order. He cannot "order" a strike. He cannot "call out" the men. He cannot arrest the business of railroads. In this connection, it may be prudent to briefly outline what is required to engage in a strike. First, a grievance committee states definitely to the proper officials of a railroad the particular wrongs which it is desirable to have corrected. If the official to whom application is made gives audience to the committee, matters are fully discussed and in a vast majority of cases a satisfactory arrangement results. If, however, an agreement is not arrived at, the chief executive of the order is notified, and, when made entirely familiar with the situation, he takes up the case and presents it, if permitted, to the highest official of the corporation. If a conference is granted, the grievances are discussed and earnest efforts made, on the part of the brotherhood, to reach satisfactory conclu-

sions, and if possible to avoid a strike. Concessions are usually made and compromises agreed upon, but if, finally, no agreement results, a strike does not, necessarily, occur at once. On the contrary, the laws of the order require that the road or system be canvassed, for a strike cannot be declared unless two-thirds of the men interested vote in favor thereof, and then only when sanctioned by the Grand Master in conjunction with the committee having the matter in charge. It will be observed that the brotherhood has adopted, to the extent of its power, wise precautions against everything hasty or ill-advised, calculated to precipitate a strike.

In the case of the strike on the Toledo, Ann Arbor & North Michigan Railroad, which occurred on March 8th, every precaution here outlined was taken, and every movement on the part of the members of the order was deliberate and lawful. There was not an instance of insubordination; nothing turbulent or seditious. Men had appealed to their employers like men, to have serious and grievous wrongs redressed in a manly way, as became good and law-abiding citizens. They had been overworked and underpaid. Their employers had violated contracts and had subjected them to outrageous treatment, and mocked at their complaints. Their pleadings and protests had availed not, and when endurance and patience had ceased to be virtues, when all efforts to find redress had utterly failed, then, and only then, did they strike; only then did they assert

their manhood, their rights as citizens and abandon their work, preferring idleness and the sacrifices which idleness entails, to the degradation which injustice and insolence force upon the unresisting.

I am writing, as is my province, particularly for the Brotherhood of Locomotive Firemen, though entirely familiar with all the acts and movements of the Brotherhood of Locomotive Engineers, which, owing to its law relating to boycotting railroads, has had special prominence in this strike. I may state, however, that the laws relating to strikes are practically the same in both brotherhoods, with the exception of the law providing for boycotts, which the Firemen's Brotherhood omits.

The strike on the Toledo, Ann Arbor & North Michigan Railroad had no extraordinary features, but the interferences of the United States judges have given it national prominence, and if the dictum of these judges is to stand as law, the dearest rights of the citizen are swept away and an autocracy is established. This view of the situation is not strained, but is strictly in consonance with the avowals of the press throughout the country. The questions of law involved are fundamental and are commanding, as they should command, the best thought of the nation. It has hitherto been conceded that railroad employes possessed all the rights as citizens which attached to their employers, that is to say, that if employers possessed the right to discharge employes, when it pleased them to exercise such authority, the employé also possessed the right, unchallenged, to quit work when he elected to exercise that right. If a judge of a United States Court may abolish this right of an employé, he remands him, unequivocally, to a servitude as degrading as the Spartans imposed upon their helots, and it is this phase of the strike which aroused such intense concern and alarm.

It will not be expected that I should enter upon a discussion of the legal points involved; at best I can only voice the sentiments of a body of law-abiding men who have been trained by their organizations to respect laws and the decisions of courts, and who find themselves suddenly reduced to the condition of peonage by the decision of a United States judge. The learned judge, in his decision, finds it convenient to omit all reference to the duties of railroad magnates, and devotes his attention to employes, intimating to them that, having sought employment upon railroads, they have become, by some legal hocus pocus, a part of its machinery, to remain during the pleasure of their employer.

handing down such a judicial opinion, the

judge seeks to bury out of sight the inalienable right of a railroad employé to liberty and the pursuit of happiness. If an engineer, he is welded to the throttle of his engine; if a fireman, he can lay down his pick and scoop only when his master gives him permission. The interstate commerce law is invoked, it is true, and the whys and wherefores of the boycott are involved, but the judge, disdaining to be exact, gives employes to understand that once becoming engineers or firemen they part with their rights as citizens, and are links in a chain gang of railroad employes, because they are in some sense public servants, and the exercise of the prerogative to quit work is productive of inconvenience. But it will be observed that no reference is made to public needs or inconvenience, when an official, without notice or warning, at his own sweet pleasure, discharges an employé.

It has been suggested that a railroad employé, when he accepts service, enlists—something after the manner of a private soldier in the regular army of the United States—placing himself under the control of officers, from corporal to the commander of the company, regiment or division, and therefore can neither quit nor resign, but is held by some mysterious power recently discovered by a United States judge. True, it may be, that neither railroad men nor the public profess to understand clearly what the judge means, but the best efforts that have been made to comprehend his declarations lead to the conclusion that they restrict the rights of employes and indefinitely enlarge the rights of employers. For myself, I do not regret that a United States judge has forced upon public attention questions of such acknowledged gravity. The time has come for workingmen to know if they have any rights which the courts are bound to respect, or if these rights may be at any time abrogated to meet the demands of corporations or the combined capitalistic power. The United States judge at Toledo has started the controversy, and I desire to have it proceed until the unquestioned rights of railroad employes, if rights they have, are established, as also the rights of their employers.

It is asserted that railroads become common carriers, but are unable to perform their obligations without men. They must have men, and it should be stated, they must have engines, fuel, water, steam, tracks, switches, etc. The locomotives and equipments can be purchased and become the property of the road, but they are useless without the men, and these, once secured, the general manager, speaking as if by authority, intimates that they become fixtures, because

without them, as without engines, the obligations of the railroads cannot be performed; such is the new-fangled logic relied upon to reduce railroad trainmen to machines, to do the bidding of masters with authority conferred by a United States judge.

It is not surprising, therefore, that this strike created intense solicitude throughout the country. It is held, so far as the men can discern, and many of them are thinkers of acute penetration, that the rights of workingmen are in imminent peril. In at least one notable instance a United States judge has shown his utter contempt for a sovereign state and the laws made in conformity with the constitution, and has sent county officials to prison, because they would not disregard their oaths and obey his mandate—and it will be readily conceded if such high-handed outrage can be perpetrated, and the judge remain unimpeached, that a judge may, with equal impunity, subject railroad employes to autocratic indignities. Such acts on the part of judges may lead to a movement to define the limits of judicial power, since, if it is as far-reaching as I have indicated, the demand to know the worst will grow in emphasis, until the worst is known, and the present is as favorable a period as will ever occur in the history of workingmen or of the country for adjustments and readjustments.

A railroad man myself, knowing by experience the duties of a locomotive fireman, and speaking as I do for an order whose membership reaches thirty thousand men, it affords me special pleasure to place upon record the fact that the great body of these men comprehend the value of railroads to the country. They have not in the past, nor are they now, making any demands upon railroad corporations not warranted by justice and fair dealing, nor do they stand in need of any lecturing from a United States judge, or any other ermined representative of the law to teach them their duty. These locomotive firemen are profoundly interested in the growth and expansion of American railroads, they desire their prosperity, because their own welfare is identified largely with their triumphal march; but if railroads, under the decisions of courts or any other power, are to batter down the rights and prerogatives of employes, if the workmen are to witness the creation of a cabal of petty tyrants, and find themselves shorn of privileges hitherto regarded as birth-rights, then, in that case, it were better that no railroad track had ever been laid, better that the wilderness should be restored and the land given back to wild men and wild beasts.

One of the most conservative papers in the country, referring editorially to the declaration of a United States judge, says that "The decision of the United States court at Toledo, O., to the effect that railroad employes can be compelled to perform the service for which they are employed, regardless of the orders or regulations of any labor organization, is a very important one in its bearing upon the relations of employers and employes. It makes a distinction between such workmen and those engaged in other forms of industry, on the ground that their service is of a public character, and that society is particularly interested, not only in the way in which they perform their duties while they continue in that service, but also in the time and circumstances under which they quit such employment. They have not the right, Judge Ricks tells them, to choose their own time and place of terminating their service. 'Your employers owe a high duty to the public,' he says, 'which they are compelled to perform under severe penalties of the law, and they have, in turn, a higher claim upon you and your service than that due from the ordinary employes.'" And after some further comment, the remark is made that "This is a new judicial departure, and its outcome will be awaited with general interest." It is this "new departure" that contains the germ of an odious autocracy created specially for the degradation of a special class of railroad employes. No wonder that the writer declares that "its outcome will be awaited with interest." The expression "general interest" puts the case in its mildest form. The language of the judge, it would be prudent to say, creates general alarm; like the phenomema that precede cyclones and earthquakes, it presages other troubles, compared with which the Toledo strike will be insignificant.

Fortunately, it is held that the court has assumed authority which it does not possess; that its dictum is extra-judicial; that it does not possess the authority to reduce men to machines or to a commodity; that rights acquired by revolution, war and legislation cannot be crushed and overwhelmed by a District judge at his pleasure. But it so happens that while men debate such propositions, embodying self-evident truths, the court, with an iron grip, holds freemen in bondage, and the victims are as powerless as when, under another exhibition of power, men were sold at the auction block.

I am not disposed to criticise railroad corporations or railroad officials. My experience leads to the conclusion that in a majority of cases there is a disposition to deal fairly with the employes and to give prompt attention to grievances.

There are exceptions, as in the case under consideration, and however few and far between these unusual cases may be, they are the ones which create the unrest in the ranks of employes. Pending final decisions, the organizations involved will wait and watch, and if finally the court's decision is sustained, I do not doubt that action will be taken to regain the liberties the court has trampled upon.—*Frank P. Sargent, in North American Review.*

#### Preferred Charges.

A genuine surprise was sprung at the meeting of Toledo Division, No. 26, Order of Railway Conductors, yesterday afternoon, when E. W. Purritt, grand junior conductor of the Grand Division preferred charges against H. O. Wright, secretary and treasurer of Toledo division. The charges, condensed, were that Mr. Wright had appropriated moneys belonging to the order, and had failed to make proper returns for it. A stillness prevailed all through the room, for Mr. Wright has always been one of the best, most loyal and true-hearted members the division has ever had, and to hear him thus spoken of was like a thrust to the hearts of the members. Mr. James McMillan attempted to call Mr. Purritt down, claiming that as the meeting was open and as there were three persons in the room who were not full-fledged members, no business of that kind should be sprung. But the irate "Elder" was warmed up, and there was no power on earth that could hold him back, and besides he must leave at 5:20 on his run. During the preferring of the charge and the discussion which followed, Mr. Wright sat transfixed. His fertile mind was wandering to the books of the order, which he knew were balanced. He couldn't think of a thing that he had done wrong, but the merciless Elder persisted. He finally moved that Mr. Wright be instructed to take \$25 from the treasury and pay Roulet & Armstrong for the watch charm he was to present to him. He then presented Mr. Wright with a watch charm, which in point of beauty almost excels anything in the jewelers' art. It is made of a miniature car wheel, inside of a brake wheel. In the center is the emblem of the Order, the arm and lantern, the arm and brake chain and the draw bar in the colors of the Order. From beneath this emblem extends the key and pen, emblematic of Mr. Wright's position, and at its center a diamond glistens. Attached to the brake wheel is a draw bar, with ring attached, with which to fasten the whole to the chain. On the reverse is the inscription, "H. O. Wright, from Division No. 26, O. R. C., for services rendered; 1893." The presentation speech

was made in the Elder's well known flowery style, and took Mr. Wright completely by surprise. In fact he has only a dim and muddled recollection of it all yet, but he responded feelingly. "I don't know what I said," he remarked after it was all over, "but I guess I said something. Elder had me worried." The presentation was made as a slight remembrance for the Herculean services rendered by Mr. Wright during the convention last month.

At the meeting two members were given the second and third degree, and one the first.—*Toledo Blade, June 12th.*

#### Make it Unanimous.

Why not make it unanimous? I mean the white R. R. T. A. button movement. Never in all the history of temperance work has there been the equal of this. This is the anniversary month of this great and wonderful step taken by the railroad men of this nation. Just one year ago the first order was given for a few thousand of these white messengers of good tidings to many a home and heart of railroad men. With a good deal of trembling, fear and hesitancy, but with much prayer and hope, the first were handed out. To-day, as celebrating the first anniversary of this great work, we have sent in an order for more buttons, making the sum total for this short twelve months 100,000. Yes, let it be repeated, *one hundred thousand R. R. T. A. buttons for railroad men exclusively* and before another month is gone, judging from the past, still another thousand will have to be ordered. Every mail brings in requests from railroad boys from every quarter of the compass for more white buttons. From every state of this great nation and from Canada comes the cry, "Give me some of your white buttons." Many times the request is for one, two or three, for the writer and for his fellows on the same train. This is almost invariably followed by a request for a dozen, two dozen and sometimes forty or fifty from the same parties, saying the boys of the lodge or division want them. Then come letters telling of the wonderful good done, of many a poor boy who had been a victim to the habit, who could not refuse an offer of a treat, now made strong and was himself again. One writer says: "I want to tell you what the white button has done for me. It has put a new carpet on the floor, put new dresses and shoes on my children and sent them to school, and best of all has made my wife the happiest woman in America."

So, Bro. Editor, if it is doing so much good for some of the boys, my heart calls out to all the railroad men of this good land in the language of

the heading, just "make it unanimous." Yes, boys, I am with you. I vote aye, "make it unanimous." I will stay by you. You are doing the best work of your lives. In your Brotherhoods and Orders you have done greatly. You have raised the personnel of the members to a wonderful degree. No one can intelligently look over the history of the work done by the railway orders for the past decade or so and not admit you have worked wonders. You are now about putting on the top stone of the grand pyramid of honor you have raised to and for yourselves in the estimation of all right thinking men. A few years ago it was about as uncommon a sight to see a railroad man who did not "fill up" as it is now to see one "full." Sobriety being one of the cardinal principles of the Orders, no man can now belong to one of these Orders unless habitually a sober man. I would that the great public you have served so faithfully more fully appreciated the noble work you have already done. But due regard to this work is coming. The public mind is now being turned to the grand move now inaugurated and which you are pushing with such wonderful power and success. The great mass of you men have come, and very sensibly too, to the conclusion that whiskey and railroading do not mix well at all. Many a noble man's life has been sacrificed by the incapacity of a brother railroad man on another train, perhaps made so by a drink that clouded or excited his brain.

Most of you are beginning to feel (if there is no law for you for redress for injuries caused by the carelessness or recklessness of a co-employé) that you ought to have some say as to the habits of this co-laborer and you have entered into this movement for total abstinence for all railroad men with a will and energy which bespeaks success. When the officials come to see how unanimous you are making this movement they will be slow about employing any new men who are not in sympathy with this white button sentiment.

It is, after all, not so very strange you men have entered so heartily upon this move. You are thinking and sensible men; only such can possibly be good railroad men. Think deep, think long and earnestly as you may, and none can possibly find one, solitary, good reason for the drink habit. It is badness and only badness and that continually, first, last and all the time. The saloon is a robber. No one can make any-

thing else of it. It robs one of his manhood, makes him a slave, robs his wife, robs his children, robs his home of love, joy and plenty and in the end turns one out in old age to go "over the hills to the poor house." If there were no other argument in favor of the white button, the notorious fact that Keeley Institutes are springing up all over the land for the cure of drunkenness, and that up to date not less than 100,000 poor inebriates, who had lost all power of self-control and for years had suffered all the horrors of an earthly hell, have sought these asylums of hope and promise, does, in my judgment, give unanswerable reasons why the great army of railroad men of this land should push this work to a unanimous conclusion, so that no brother railroader should ever have to seek restoration to manhood through the Keeley institute, and to some humiliating means. In this case how apt and how true the saying: "An ounce of prevention is worth more than a pound of cure." The little white button, less than an ounce in weight, is better far than, not a pound, but a ton of cure. No true white button man will ever need a Keeley cure, good as it may be to those who thoughtlessly neglected the ounce of prevention.

Make it, make it then, my dear railroad men of this land, *unanimous!* Let the loud pæans of victory before another twelve months rolls around, be sung by every railroad man from ocean to ocean and from the south to the frozen north. Yes, "make it unanimous" and the writer stays by you till the finish.—*L. S. Coffin, in Railroad Trainmen's Journal.*

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#### To Edwin Booth.

As one sad prince holds in his hands a skull  
 As tenderly as it had golden strands  
 And were blue-eyed, so at thy reverent hands  
 Most worthless baubles are no longer dull,  
 But take a wondrous luster not their own;  
 While diamonds cut by one of long ago  
 So richly shine as he alone could know  
 His precious jewels one day would be shown.

Like to a zephyr freighted with a spice,  
 New and most strangely sweet that wanders by,  
 So steals a phantom thought before our eyes,  
 Born of our love for that which will not die;  
 For such alone, dear Booth, for such as thee,  
 Through the dark years he wrought so wondrously.

—*Outing.*



EDITED BY MRS. N. D. HAHN.

Correspondents will please write plainly on one side of the paper only and are requested to mail contributions so as to reach us not later than the 18th of the month preceding the issue for which they are intended. Address all communications for this Department to

MRS. N. D. HAHN, MARION, IOWA.

#### A Vision of the Old and New.

'Twas in the slumber of the night—  
That solemn time, that mystic state—  
When, from its loftiest signal height,  
My soul o'erlooked the realm of Fate,  
And read the writing on the wall,  
That prophesies of things to be  
And heard strange voices rise and fall  
Like murmurs from a distant sea.

The world below me throbbed and rolled  
In all its glory, pride and shame  
Its lust for power, its greed for gold,  
Its flitting lights that man calls fame,—  
And from their long and deep repose,  
In memory and page sublime,  
The ancient races round me rose  
Like phantoms from the tombs of Time.

I saw the Alpine torrents press  
To Tiber with their snow-white foam,  
And prowling in the wilderness  
The wolf that suckled infant Rome.  
But wilder than the mountain flood  
That plunged upon its downward way,  
And fiercer than the she-wolf's brood,  
The soul of man went forth to slay.

Kingdoms to quick existence sprang,  
Each thirsting for another's gore,  
The din of wars incessant rang,  
And signs of hate each forehead wore.  
All nations bore the mark of Cain,  
And only knew the law of might;  
They lived and strove for selfish gain  
And perished like the dreams of night.

I woke; and slept, and dreamed once more,—  
And from a continent's white crest,  
I heard two oceans seethe and roar,  
Along vast lands by nature blest;  
All races mingled at my feet,  
With noise and strange confusion rife,

And Old World projects—incomplete—  
Seemed maddened with a new-found life.

The thirst for human blood had waned;  
But boldly seated on the throne,  
The grasping god of Mammon reigned,  
And claimed earth's product for his own.  
He gathered all that toilers made,  
To fill his vaults with wealth untold.  
The sunlight, water, air and shade  
Paid tribute to his greed for gold.

He humbly paid his vows to God,  
While agents gathered rents and dues.  
He ruled the nation with a nod,  
And bribed the pulpit with the pews.  
Yet over all the regal form  
Of Freedom towered, unseen by him,  
And eagles poised above the storm  
That draped the far horizon's rim.  
At length, the distant thunder spoke  
In deep and threatening accents; then  
The long roll of the earthquake woke  
From sleep a hundred million men.

I woke; and slept and dreamed again:  
And softened glory filled the air,  
The morning flooded land and main,  
And Peace was brooding everywhere  
From sea to sea the song was known  
That only God's own children know,  
Whose notes, by angel voices sown,  
Took root two thousand years ago.

No more the wandering feet had need  
Of priestly guides to Paradise,  
And banished was the iron creed  
That measured God by man's devise;  
No more the high cathedral dome  
Was reared to tell His honors by;  
For Christ was throned in every home,  
And shown from every human eye.

No longer did the beast control  
 And make the spirit desolate;  
 No more the poor man's struggling soul  
 Sank down before the wheel of Fate,  
 And pestilence could not crawl near,  
 Nor war and crime be felt or seen—  
 As flames that lap the withered spear,  
 Expire before the living green.

And all of this shall come to pass—  
 For God is Love, and Love shall reign,  
 Though nations first dissolve like grass  
 Before the fire that sweeps the plain;  
 And men shall cease to lift their gaze  
 To seek Him in the far-off blue,  
 But live the Truth their lips now praise  
 And in their lives His life renew.

—James G. Clark, in *The New Nation*.

#### The Poor Black Chicken.

Out of the barn one morning  
 Old Whitey came strutting down;  
 No common inferior hen was she,  
 But a Dorking of great renown.  
 And after her came ten chickens,  
 Running with all their might;  
 Nine had their mother's complexion fair,  
 But one was as black as night.

Old Whitey looked over her shoulder,  
 And clucked to each little pet;  
 But suddenly, angrily stretched her neck,  
 And flew at the small brunette.

All day she pecked at the chicken,  
 Whenever she saw it was near;  
 And Dinah, the cook, at her kitchen door,  
 Heard its pitiful peeps of fear.

"I'm bressed if dat stuck-up Dorkin'  
 Don't hate yer for bein' black!  
 But one cullud pussun can feel for anoder—  
 We'll pay yer old mudder back."

So, laughing, good-natured Dinah  
 Quickly lifted the little wight,  
 And shaking the dredging-box carefully o'er  
 him,  
 Lo! presently black was white.

Then away ran floury chicken,  
 Looking like all the rest;  
 And silly old Whitey contentedly clucked  
 As he nestled beneath her breast.

Dinah nodded and laughed at the mother;  
 "Yer fooled, honey, sure, but den  
 When folks ebery day take appearance fer  
 truf,  
 Why shouldn't a foolish ole hen?"

—Clara Louise Burnham, in *Youth's Companion*.

#### "The Auxiliary."

What has become of our forty corresponding secretaries, can anyone tell?

President of Division No. —, please to read the duties of the corresponding secretary in your next meeting, as it plainly is not understood. She is only required to write *four* letters during the year—one each three months, and it should be attended to.

We have now forty divisions. Should each one do her duty, we should be able to present a much more interesting department, as we would then receive one hundred and sixty letters from the corresponding secretaries alone, giving us an average of more than thirteen letters each month. Imagine, if you can, the difference it would make in the interest taken in our pages.

The letters do not need to be *long* ones, but we should be able, through the columns of our department, to obtain a certain knowledge of the members' work and success of sister divisions. It would prove a tonic to the whole sisterhood. And I am sure all who undertake to fulfill the obligation laid upon them by their division in choosing them to hold such an important and honorable position, will find it easy and pleasant, a benefit to themselves as well as others.

Please remember, dear sister readers, that it does not follow that you are expected to let them do all the corresponding, though. Their part is an important one, to be sure (and I trust they will not deem it necessary to confine their messages to "business" alone,) but let us have an interchange of thought on other problems of life, as "no man liveth to himself alone," and *woman* is reckoned with man there as in most other cases. I guess the Auxiliary is, and should be, of great interest to every railroad conductor's wife, whether they have as yet awakened to the fact or not. But we must acquit ourselves as true women, riding bravely over all petty jealousies and strife into the harbor of harmony and peace. And the best way to do this is to let ourselves become interested in other avenues to reach happiness, bringing into our letters, our lodge rooms, and, not least, our homes, the atmosphere of a well-stored, well-balanced mind.

Yours in T. F.,

THE EDITOR.

JACKSON, Tenn., June 2, 1893.

#### Editor Ladies' Department:

On Wednesday afternoon, April 27, Tennessee Division No. 39, L. A. to O. R. C., was organized in the O. R. C. rooms by Mrs. W. C. Turner, of DeSoto, Mo., assisted by Mrs. Learnard, of Memphis Division. We cannot say too much in be-

half of these ladies for their patience and cheerfulness, and the pleasure their visit afforded all the members present. We were organized with twenty-one charter members, and the following officers were elected for the ensuing year:

President, Mrs. F. M. Long; Vice-President, Mrs. L. F. Pearcy; Secretary and Treasurer, Mrs. P. C. Callahan; Senior Sister, Mrs. J. M. Booker; Junior Sister, Mrs. W. D. Neff; Guard, Mrs. Robert Phillips; Chairman of Executive Committee, Mrs. G. B. Harris; Corresponding Secretary, Mrs. P. B. Wilkinson.

We are a little tardy about letting our sisters hear from us, but as we are quite young in the cause and had to change our name, we beg to be excused.

We first selected the name of Columbian, but was notified there was another division by the same name, so we changed our name to Tennessee No. 39. Our division is growing fast. We have initiated three candidates and accepted petitions for two to become members.

We have been organized for a month and all members seem to be interested, as we have had a good attendance each meeting. We hope to make a success of our auxiliary, and be of what service we can to the Order of Railway Conductors.

I am yours in T. F.,

MRS. P. B. WILKINSON.

We wish to say in justice to those who addressed the convention of the Ladies' Auxiliary in Toledo, Ohio, May 9th, that their addresses as given in the June number were not all of them complete, as we know of one sister in particular who will feel justly disappointed, no doubt, that much of the best part of her article was omitted. But, sister, we put in all we had of it, and would have been very glad of the rest.

#### The Ant as an Engineer.

The pastry was delicious, and I wanted it myself, So I put it in the pantry, on the very lowest shelf; And to keep it from the insects, those ants so red and small,

I made a river round it of molasses, best of all.

But the enemy approached it, all as hungry as could be,

And the captain with his aide-de-camp just skirmished round to see

Whether they could ford this river, or should try some other plan,

And together with his comrades he around the liquid ran.

To his joy and satisfaction, after traveling around,

The place where the molasses was the narrowest he found;

Then again he reconnoitered, rushing forward and then back,

Till he spied some loosened plaster in the wall around a tack.

He divided then his forces, with a foreman for each squad,

And he marshaled the whole army and before him each ant trod.

His directions all were given; to his chiefs he gave a call;

While he headed the procession as they marched off up the wall.

Every ant then seized his plaster, just a speck and nothing more,

And he climbed and tugged and carried till he'd brought it to the shore;

Then they built their bridge, just working for an hour by the sky,

After which they all marched over and all fell to eating pie.

—St. Nicholas.

PORT HURON, June 5, 1893.

#### Editor Ladies' Department:

I will now try to write an article for THE CONDUCTOR from Michigan Division No. 32. On April 5th, 1893, Mrs. J. H. Moore, Grand President of the L. A. to the O. R. C., organized and installed a lodge here with twenty charter members. The division was invited by Sister Wadsworth to dinner and by Sister Daniels to a five o'clock tea, at Clyne's restaurant, on Military street, and in the evening was tendered a reception by Sister Atkins at her home, the members of the O. R. C. also being invited. Mrs. J. H. Moore was presented with a souvenir spoon on this latter occasion.

Our meetings are held in Maccabee Temple, on Huron avenue, the first and third Fridays of each month, and are conducted very nicely with good attendance, and we are progressing finely for new beginners.

Our delegate, Sister Smith, gave a very pleasing account of the convention, including the work and pleasure, at our last meeting.

The officers are as follows: President, Mrs. Helen McIntyre; Vice-President, Mrs. Jennie Wadsworth; Secretary and Treasurer, Mrs. Sadie Smith; Senior Sister, Mrs. Stella Atkins; Junior Sister, Mrs. Aggie Davis; Guard, Mrs. Annie Reid; Corresponding Secretary, Mrs. Kate McCarthy.

As this is my first experience, I hope that in the future I can give you something more interesting.

CORRESPONDENT.

Laugh and the World Laughs With You—  
Something to be Remembered.

Keep your troubles and discouragements to yourselves.

Does that seem hard and unsympathetic? It is only a lesson which it is well to learn so perfectly that it cannot easily be forgotten. And this is the reason. In this world, beautiful as it is, full of the glory of the sun and the moon and the stars, of the trees and the grass and the flowers, full of the songs of birds, of the laughter of children, of the sweet tones of love and friendship, there is yet a strong undertow of sorrow, of pain, of misery, of which no human being escapes a share. It is not pleasant to have the heart wrung, to endure discomfort, to meet disappointment. We have not yet, many of us, arrived at the point where we recognize the ministry of pain and realize to the extent of making it welcome, that it is the source of the greatest spiritual growth, which is the real aim of life. We "kick against the pricks" instead, and get as far away from all thought of it as possible.

This effort grows out of a law of life, although it may be recognized only as a desire to be comfortable. Everything, however, gains by what it feeds on, and a continued dwelling upon a pain whether it be physical or mental, only intensifies it into greater proportions until it shadows everything. It is natural that it should, for we attract to ourselves those thought currents from without which harmonize with our own. If we hug misery to ourselves, by unerring law, the ties of weakening, unhappy thought set toward us, flow into our being, rising higher and higher until we are submerged. Like seeks like everywhere, and because thought is unseen, it does not follow that it has not vital force and power. So is electricity unseen until its effects are made visible.

Naturally hopeful thoughts open the door to their kin, and the effect is to lighten pain, and to put the giant Fear to flight. Then our mental skies grow brighter, discouragements fade away, and we are ready to exclaim that this world is not so bad a world after all as some would like to make it. This attitude of mind works wonders, as is demonstrated every day, though the law that governs it has only come to be recently better understood. We have then no right to load our pains and discouragements upon other people, even when they seem to be willing. And not only is it a wrong to them but a wrong to ourselves as well. We are weakening our own powers of resistance every time we go over our list of ills. Instead of gathering from that which has come to us the best of what there is in it, being

sure that it contains a lesson for our learning which is needed for the growth of the spirit, we are too apt to call in our friends and neighbors, pour into their listening ears the tale of our woes, and when we have finished find our burdens increased. The fact that if you laugh the world laughs with you, while it turns away when you weep, is not so heartless as it seems. It is really only nature's protest against feeding pain, and I tell you we have no right to do that either to ourselves or others.

Keep your woes then, be they petty or great, safely locked away in your own heart. Not only do you thus obey a law of right, but you are twice blessed in friends, for it is true that a repeated listening to your perplexities and sorrows is a great strain upon friendship. Not that you should never seek help and sympathy from those who love you best, but let the occasions be rare.

"I used to like to see Mrs. H." said one lady to another, not long ago, "but I go across the street now to avoid her. I know if I stop to speak I shall hear the story of her troubles again, and I am tired of it. She is to be pitied, I know, but I can do nothing to help her, and what is the use of being made miserable for nothing?"

That tells the whole story. There is nothing so strong as habit when once formed, and nothing so easy to form as this one of making harrowing confidences. Turn the bright side to the world always, and be sure the brightness will be reflected back to your own heart.—*Emily S. Bouten, in The Toledo Blade.*

Mrs. "Jennie Bell," in a former issue of THE CONDUCTOR, expressed a desire to hear from the other sisters regarding the managing of our children (not our husbands), and I have been not a little disappointed in not seeing any response to her hearty letter, as it is a subject that does interest all mothers. I shall repeat her request and ask for further expression from the sisters. Some who read these pages have have no doubt arisen to the dignity of grandmotherhood, and after close thought on the subject, will no doubt be able to advise those of smaller experience. After a motherhood of over fifteen years, I have concluded that to grow the most perfect confidence in the intentions of our children to do right, is the surest way to have them try to do right. No matter how contrary the appearances, trust that the motive was good, as in fact I think, after consideration, we will all agree that it was. All desires, if tempered with wisdom, are for the good of all. It is ignorance rather than willfulness that causes our children to do the things we are wont to call bad. It is

the natural desire for pleasure, misled by ignorance of what will bring true happiness. Is it not so, and is it not this same misconception of the whole human race that brings upon us the results we see about us that we call bad? It is much easier to speak of those things we claim to be right than to do them, I know, yet fully aware of this I feel that it is best to tell others of our convictions until we shame ourselves into the habit of doing the thing our conscience tells us to do. Oh! for patience and trust, a trust that will help us to help our children to overcome the extremes (for which perhaps we ourselves are partly accountable), to grow those seeds of virtue that seem to be late in their growth. Oh! for the patience and trust to do this with ourselves first, then we may hope to do much for the precious souls entrusted to our care.

#### Gathering June Roses.

*For the Ladies' Department.*

Out in the garden, Bess, Neta and May,  
Gathered June roses one bright summer day.

Tabby and Towser lay stretched in the sun,  
Mischievous Tabby, too lazy for fun;

While from the branches of every tree  
Blithe birdies twittered their anthems of glee.

"Oh! oh!" cried Neta, "come here, May and Bess.

Oh! I've found something, you never could guess."

"Four little birdies as cute as can be,  
Here in a nest by the June rose tree."

"Oh! let us take them and tame them," said May;

"I'll find the cage that mamma put away."

"Tame them," said Bessie, "these dear little birds?

Why, sister May, I'm surprised at your words.

How would you like to be stolen to-day,  
Shut in a prison and carried away?

How would the mother bird feel when she came,  
After you'd stolen her birdies to tame?"

"O, I'll not do it; no, no, now I think,"  
While the bright tear-drops fell fast with each wink.

Sweet was the lesson they taught sister May,  
Gathering June roses that bright summer day.

—Mrs. N. D. Hahn.

#### Grandpa Bly.

*For the Ladies' Department.*

Nellie Bly was spending the beautiful days of summer at Grandpa Bly's, out in the dear old country home where Nellie's papa had grown from babyhood to manhood. Fine times she had, too, riding to the fields with grandpa, hunting the eggs for grandma, watching the "hired man" milk the cows, and not losing sight of the foaming milk until she had seen grandma strain it into the bright tin pans, setting them neatly in a row on the cellar shelves, while she (Nellie) waited patiently for the cup of warm milk grandma always poured out for her at last. One night, after Nellie had drank her milk, washed her face and hands, ready for grandma to braid her hair before going to bed, grandpa said: "Nellie Bly, ope' your eye, spiders wait near by." (Grandpa was always making rhymes.) Nellie ran to him to hug and squeeze him "awful hard," when, quick as wink, grandpa had her fast. "I'm the spider," he said; "bring me a ball of twine, Nellie; I want to teach you an object lesson."

And letting her leave his arms, sang out: "Now you go; don't be slow, if my secret you would know." Nellie brought the twine and stood expectantly before grandpa. She had received object lessons from him before.

"Nellie," he said, soberly, "do you ever get impatient?"

"Yes, sir."

"Well, let me tie this string around your thumb. Do you ever get real impatient?"

"Yes, sir."

"Well, let me tie this string to your fore finger; there, two of your 'members' are fast. Now, do you ever get angry?"

"Yes, sir."

"All right; that would tie down all the other members of this hand. Now, give us the other. Now, Nellie," he said, "I do not wish to have you think that I think you ever deceived or disobeyed mamma, or that you ever dreamed of lying, but we will first go on and show how such things bind one, supposing you were tempted to do them."

So one after another Nellie's other hand was bound, one finger at a time, and grandpa did not stop even there. He bound her arms to her body, her feet together, and then actually asked her to "walk over to grandpa."

Nellie wiggled along so clumsily that everybody laughed. "Well," he finally said, "the spider caught you after all. You yielded all your members, and now you are bound fast. Nellie, every time you get angry you yield your

members to be bound; every time you yield to any bad impulse the same is the result."

Then grandpa untied the strings very slowly, explaining that good deeds and good thoughts could alone unbind us when we have yielded our members to unrighteousness. But it is so much better not to be bound at all. Then grandpa kissed her good-night, saying:

"Now to bed, lay your head  
On the pillow white;  
Rest you sweet, till we meet,  
By the morning's light."

Nellie ran laughingly off to bed, calling back:

"That's enough of such stuff."

You might try the lesson with the twine and see if you can understand it. Mamma will help you, I guess.

N. DIX OUAHNN.

ST. PAUL, MINN., June 15, 1893.

*Editor Ladies' Department:*

Now that my time is again my own, I shall gladly spend a little of it in talking with Bachelor Jim, concerning the subject of his letter in the April CONDUCTOR. Feeling confident that in expressing my views as I shall endeavor to do, that they will voice the sentiment of a goodly number of the women of America, as well as no small number of the men.

And, as Bachelor Jim has expressed himself so freely, it will give me also the freedom of perfect frankness, something always to be desired, (to my mind).

I shall not mean to deal in sarcasm, although I must confess the lofty manner in which Bachelor Jim dubbed my "hankering after woman's suffrage as a delusion if not a snare," provoked all my independent old-maidism.

It would rather look as though he had not yet placed woman on a plain with (much less above) man, when he assumes to inform her that she is chasing a "will-o-the-wisp" in this desire to voice her sentiments in a way that shall count for something as worthy of consideration.

As to my congratulating myself that I can, with a clear conscience, sit with folded hands while the "two for a cent men," or even grand, noble men, march by to the polls to cast their votes, do you think I can congratulate myself that I am deprived of a God-given right, the right to have my ideas of the good of the nation weigh equally with my brothers, just because I am a woman? I sit with a clear conscience, with folded hands, while thousands of men are selling my birthright as well as that of their own and the whole nation's, for a mess of pottage? No, never! Let us not cease to pray, to reason, and to declare, until the

thoughtful men see the injustice, and the sluggards awake to criticise.

And, Brother Bachelor Jim, as to "mingling with the two for a cent men and the three for a cent women," I'd gladly mingle with them if by so doing I could assist in the making of laws that would better their condition, and thus add my mite towards their uplifting. Perhaps the "men" around the polls would be more careful what they used as a cuspidor if their wives, mothers, sisters or sweethearts were liable to be standing near.

Shall people absent themselves from the World's Fair for fear of having "the vile yellow tobacco juice squirted on their clothes?" If men regard women in one place they can and will in another. I wish I were able to tell you how threadbare such excuses seem to me.

Furthermore, I am surprised that anyone, either man or woman, should ever "aspire to the ballot box," for any other reason than the knowledge that by casting their vote on the side of what they considered right, they were aiding the right to win. Because some men are too indolent to care for the welfare of the nation, shall a woman cease to seek the justice due her, as one of that nation?

"Maid Nancy" did not say she "desired for the women anything from the ballot box to a seat in the presidential chair." But she does desire an acknowledgment that women are fitted to hold positions of trust where minds alone rule, just as well as the men.

It is quite possible that when men in general give intellect and reason enough attention to allow the women a voice in the ruling of the world, that they will also have arisen to a plain where "war's dread alarm" will need sounding no more, and then no one will be forced to take the musket and the field.

None but the illiterate or uncivilized should depend on brute force or strategy to rule the people.

Now that reason has begun to dawn, let it rise until it lights the whole heavens. Let men and women think less about party and all about principle. There will then be no need of anyone wallowing in the slush and mire of political strife; it will then be "come, let us reason together," not fight for our party for fear of its downfall.

And as to "curling paper and powdered faces," once teach the women that they are expected to talk intelligently as well as look attractively and they will soon learn the fact that an intelligent face does not need powder to make it attractive.

Yours,

THE OLD MAID NANCY.



DENISON, Texas, June 14, 1893.

*Editor Railway Conductor.*

As Division No. 53 is somewhat short in correspondence I will fill in a few lines upon the question of seniority.

Under the working of this rule a cow boy from the staked plains of Texas, or any other staked plain, has the absolute right to be promoted to a conductor and take out a train in preference to a conductor of thirty years' experience, if said cow-boy was only employed two minutes before the experienced conductor.

Seniority is a curse to the practical railroad men of to-day, as it keeps them down and causes them and their families to want.

The same arbitrary rule has made a surplus of 30,000 railroad men in the United States in the last ten years. By the way of illustration, allow me to recite the following brief parable.

Rastus comes walking down the street and is met by Zeek.

"Hello, Rastus," says Zeek, "I heard you lost your job in the barber shop."

"Yes," says Rastus, "but I don't care; I have just been to see Train Master Smith, and he gave me a job braking on the keyars, and it is all air brakes now and I will have nothing to do but sit on top and see the keyars go, and I will make fo' times as much as I did in the barber shop, and it won't be but a short time till I will be a conductor. Say, Zeek, but I was lucky."

"How was you so lucky?" says Zeek.

"Why, I just got in the train master's office three minutes before an old conductor came in and asked for a job, saying he had had forty years' experience. Train Master Smith said he was sorry for him, but had just hired a man and could do nothing for him."

It may be this will explain why so many of our old time conductors, who have served in rain and snow, are down to a job of braking to-day. Most of them have had good jobs in their time and have been discharged for cause, but if the cow-boy conductor was put in the same position he would soon be hunting a job.

I could, if I wished, give the names of eight or ten O. R. C. men braking out of Denison, who have run both freight and passenger trains on several different railways a number of years and are no nearer getting a train now than if they had recently graduated from a barber shop, and still conductors are being made every day.

All this is caused by seniority, and I for one say down with so pernicious a rule. If seniority holds its own for the next ten years all the old conductors will be working on the section or picking cotton on some plantation in Georgia.

Yours in P. R.,

W. R. HOPKINS Div. 53,

FARNHAM, P. Q., June 13, 1893.

*Editor Railway Conductor.*

It is now some time since the Order heard from Div. No. 80, but here she is just the same as ever. Yes, better than ever. For we have more members, and, as near as I can find out, things are working smoothly. I believe, though, there is a movement on foot among some of the brothers to have the division again transferred to Farnham, where it was formerly. This, I think, would be beneficial, for the reason that we now have quite a number of freight men who have lately joined, and they find it difficult to go to Montreal, not being able always to procure transportation, and we all must travel over this line. Then, again, our chief is a resident of Farnham and can always be on hand, and our secretary and treasurer can always reach there without inconvenience. So I move we flag back to Farnham.

It is with deep regret that I have to mention Bro. Nicholson's sad accident, by which he lost a foot, in April last. It was certainly a grievous blow to him, but he has borne up manfully under his affliction and is now doing very well. I hope his insurance will soon be forthcoming, for it has certainly been a long time since his papers were returned. I think more prompt action should be taken in these matters.

Bro. Tanks has returned from his vacation. He had quite an extended trip, and seemed well pleased. Brother T., keep your weather eye on the call boy while at Outremont.

Bro. Cunningham has been to the convention at Toledo and reports favorably, but John says a fellow must be an orator who goes there as delegate. This certainly speaks well for the Order, as there must be some able men connected with it.

Our A. G. C., C. H. Wilkins, passed through Montreal the other day on his way to Quebec; he looked as genial as ever.

Yours truly in P. F.,

"WHISTLE CORD."

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MT. CARMEL, Ill., June 15, 1893.

*Editor Railway Conductor.*

As Bluff City Division No. 308 has not been represented in your columns up to date, I have taken upon myself the responsibility of remedying that deficiency. We have a comparatively small division, numbering but 22 or 23, though numbers furnish no measure for the efficiency of the members. Our division is located at Mt. Carmel, the city of air ship fame, and headquarters for the Cairo division of the Big Four road. Our meetings are held on the first and third Sundays of each month and are well attended, the boys all showing a most encouraging degree of interest. We cannot but feel very hopeful for the future of Bluff City Division.

Since our Grand Division has completed its labors and adjourned, may I be pardoned for pointing out some instances where it seems to me matters of importance were left without proper attention. Most of us will agree that some plan should have been adopted for the payment of expenses incurred by the delegates to that gathering. Our Order is founded upon principles of justice and equality and adherence to those principles demands that all burdens should be borne by all the members equally. A division of 20 members should not be required to pay as much of these expenses as one of a hundred or more. In my opinion, all delegate expenses should be paid by the Grand Division and then an assessment should be made upon the total membership to meet it. Under this system the cost of representation per capita would not exceed half a dollar, while, as it now stands, many of the smaller divisions pay out from \$6 to \$8 per member for the privilege of participating in the national gathering. We of the smaller bodies feel that, unless we are given some relief, we will be obliged to join with the nearest division and thus cut down expenses or throw up our charters and quit.

I understand that several propositions looking to some such change as I have intimated were referred to the committee on jurisprudence at the last meeting, but were consigned to the waste basket. This is a matter of primary importance to all of us, and I for one would be glad to hear from that committee upon their reasons for such action. Changing the meeting from annual to biennial does not equalize the expense as it should be. Let the G. C. C. formulate a plan and submit it to the local divisions to be voted upon and it will carry, as such an one would had it been presented at Toledo. Let the subject be thoroughly discussed through THE CONDUCTOR, and we can then have a basis of opinion upon which to work.

Yours in P. F.,

WABASH.

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DENISON, Texas, June 14, 1893.

*Editor Railway Conductor.*

I am now looking for THE CONDUCTOR to make its welcome appearance, and while the thought is giving action to the pen, my assistant conductor is out in the kitchen trying to make a tough piece of beef tender enough to eat by pounding thunder out of it. Now I want to tell you why my assistant conductor and myself are so much interested in THE CONDUCTOR. I wish all would try the experiment. There is in all probability a little article from our pen in it. My assistant thinks my name looks awful big when printed, and I am awfully like her. So you can see we look eagerly for THE CONDUCTOR to come. Now Brother D. if you dared to throw that big letter in the waste basket, I would not give much for your carcass when you and my assistant meet. I was up in the hall of our division last Sunday and expected to get the word that so many of us cannot keep when we get it. Brother Past Chief Chas. Knowlton was in the chair and Brother Senator Page was acting as secretary, and you would have taken one for the Emperor of Germany and the other for the Pope of Rome; they went to the grand division, you know. Brother Knowlton said the word had not come yet. I suppose it will come and we will all get it and at the same time find out we haven't got it, either. Brother's Knowlton and Page feel awful big because they went to the Grand Division. We are going to have a big picnic and a great time. My wife is going with me. I will tell you all about it if my partner don't let me get hurt, when I write again. Division No. 53 is on deck and doing good work. Our little but big train-master is drilling us for the contemplated changes which are soon to take place on the M.,

K. & T. R'y system, and I feel like D. S. has his big eye on me, and I don't intend to step on the tail of his coat. However, I don't blame D. S. for feeling pretty big, because he represents a big road, and what is more, a road that is going to run one of the finest, fastest and best equipped solid vestibule trains in the world; so we are proud of the "Katees." Now, I will close, as my assistant conductor calls me to breakfast.

Fraternally Yours,

S. P.

SUNBURY, Penna., 1893.

*Editor Railway Conductor:*

Sunbury Division has not been heard from in quite a while through the journal, but at its meetings it is heard. We have a membership of sixty-three at present. Death has robbed us of a Brother and a wife of a husband that was kind and considerate to a fault. I have reference to Brother Z. Hannabaugh, who was killed while in the performance of his duty at Jersey City yard the latter part of March, 1893.

□ Brother Hannabaugh had written me for an application to the mutual benefit of our Order, and which I had sent to him about six weeks prior to his death, but he had neglected to fill it out and send it in. He was brought to Shamokin for burial and was interred by Division 187, Brother George Amerman taking the lead in the ritualistic work or rather burial service.

We are gaining in membership slow but sure. Brother Charles Sarvis is still seen in our hall on every meeting Sunday when it is fit for him to be out, and by his presence makes others that are negligent in attendance feel somewhat ashamed of themselves.

Among others that are regular in attendance, and I do not know of him missing a meeting only when sickness prevented, is Brother George P. Amerman. He is always wide awake to the interests of the Order, and woe betide the one that does not do his work in the room as it should be done. Such members are what all divisions need. They will make you perfect in the lecture and initiatory part of the ritual. How it jars on one's ears to hear an imperfect lecture or see bad hitches in the giving of the degrees to a candidate.

We have others, too, that are generally found in the division room, when possible, and must not forget to mention Brothers C. W. Toole, E. M. Sleppy, W. H. Hoy, J. L. Arter, M. M. Shuman, O. S. Sherwood, W. H. Inhoff, A. J. Jones, W. H. Shaffer, D. B. Brubaker, Frank Long, M. Wolf and others.

On Sunday, May 28th, Division 23, of Shamokin, registered the following members:

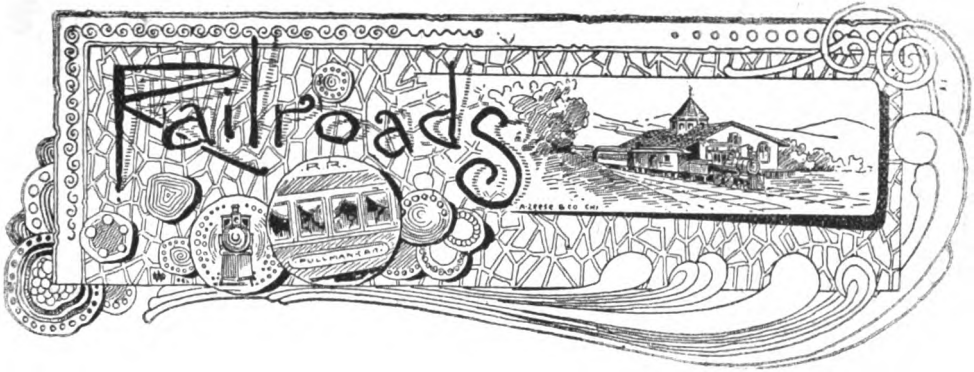
Brothers E. M. Sizinger, J. B. Resse, H. W. Dugan, C. B. Taylor, Thos. Hanrahan, Jacob Evans, J. B. Harris, J. B. Rickel, H. C. Marshall and J. S. Felsing. Division 187, entertained their visitors with dinner and supper at Hotel Cake, kept by our popular Brother, Jacob Felsing, and from the way they complained of their stomachs it must have been a very tempting lot of courses set before them to partake of. All Division 187 can say is, come again. MAC.

Col. R. G. Ingersol on Strikes.

No man in the United States is better qualified to give an opinion of the rights of American citizens than Col. R. G. Ingersol, a lawyer in the best sense of the term; a thinker, penetrating and profound; a student of everything pertaining to human welfare, besides, a statesman, whose comprehension of constitutional limits is everywhere acknowledged. Any position he may take upon so grave a topic as decisions of courts which strike down unalienable rights, is certain to attract wide attention. In an exchange we find the following, which corporations will find it to their interest to make a note of:

Colonel Ingersol says that "all the courts and legislators in the world cannot prevent men from organizing or striking if they want to." Mr. Ingersol says the bodies of men concerned are too large to be dealt with legally. "The more these people are oppressed," says Mr. Ingersol, "the closer they will organize, in spite of all the decisions of all the courts in the world."

In the foregoing Mr. Ingersol sounds a key note of the coming campaign. If United States judges conclude to play the role of autocrats, then the organization of workingmen in America will become more compact, aggressive and defiant, and the problem of federation will be solved. Millions will be unified, as if by a decree of Jehovah. A compact will stand forth as impregnable as Gibraltar. The decisions of courts will be as chaff in the grasp of cyclones, and laws, whether state or interstate, will be swept from the statute books. If the courts deem it wise to fire a Sumpter or a Concord gun, it will be heard from the center to the circumference of the nation. Workingmen are not slaves, they will not be fettered. The stripes on our flag do not mean that they may be duplicated on the backs of workingmen. The first notes of warning are heard, and it will be well if they are heeded.—*Firemen's Magazine.*



The extension of the Burlington & Missouri through Montana has been commenced in earnest, several hundred men and teams being engaged upon it.

The Gulf, Colorado & Santa Fé is said to have contracted for the delivery of 6000 cars of wheat in Galveston during this present month. It will be shipped to Europe.

Railroad managers are complaining because excursion trains to the World's Fair have not proven popular to date. It is thought they will be patronized enough later in the season to more than make good all deficiencies.

Reports of the business done by the B. & O. during May show an increase of \$37,588 in gross earnings and \$118,955 in net earnings over the corresponding month in last year. The June earnings promise to make an even better showing.

The Manitoba and Northwestern road has gone into the hands of a receiver. The earnings were said to be sufficient to meet current expenses, but as there were judgments amounting to \$8,000,000 against the road, application for a receiver was made to protect the company.

The latest well founded rumor from "a man who is in a position to know" is to the effect that J. J. Hill is the responsible party back of the Sioux Falls & Yankton road. A recent shipment of nineteen cars of ties for the new road over the line of the Great Northern is urged as complete proof of the rumor in question.

The railroads of the country are giving their best thought to the handling of World's Fair business and the result is a passenger service which, for speed, comfort and general efficiency, has never been equaled. As a consequence freight

business has been obliged to suffer some, but is still well maintained, considering the conditions.

Judge Baker, of the Indiana supreme court, has decided that the temporary order against the treasurers of the counties of Tippecanoe, Clinton and Adams and a number of towns shall continue in force until the supreme court of the United States passes upon the new tax law of Indiana. The order will remain in force until the United States supreme court decision on the condition that the T., St. L. & K. C. railway in question pays a certain amount of taxes to the counties.

President Reinhart is responsible for the following statement of the actual fixed charges of the year, including interest on bonds, floating debts, taxes, rentals and actual receipts of cash from all the Santa Fé properties during the year:

The fixed charges of the Atchison, Topeloa and Santa Fé railroad company and its auxiliary corporations, including the St. Louis and Santa Fé and Colorado Midland, representing 9,315 miles of owned railroad, ten coal companies and other corporations, making in all the ninety corporations comprising the Santa Fé general system, consisting of interest on bonds, all other interests, taxes, rentals and charges of every description will aggregate to June 30, \$14,328,000. This includes \$2,000,000 taxes and rentals paid at the western office, leaving balance payable in New York and London, \$12,328,000. The cash remittances from western offices during the year from July 1, 1892, to the end of this month, are \$13,346,095, or \$1,038,095 more than fixed charges. The gross earnings of the system for the ten months to April 30 were \$42,327,923, and the net earnings \$13,870,800. It is reasonable to expect that the gross earnings for the twelve months of the year ending June 4 will not be less than \$50,000,000 and the net earnings at the lowest figure not under \$16,200,000.

The supreme court of North Carolina recently rendered a decision to the effect that a conductor requiring an intoxicated man to leave the train for non-payment of fare does not render the carrier liable for the death of the man from exposure, where the conductor did not have reasonable ground to believe that the man was unable to walk to the station. As the question involved is one that must be solved almost daily by the members of our Order, the following summary of the court's decision, as given by the *Railway Age and Northwestern Railroader*, will be found well worth the reading: "The plaintiff's intestate got upon the defendant's passenger train at Iron Station, and, failing or refusing to produce a ticket or pay fare on demand of the conductor, was ejected a little more than a half mile from that place, and within 200 yards of a dwelling house. There was testimony tending to show that the intestate appeared to be drunk at the station while the passengers were taking supper there, and had come as a passenger from Stanley to Iron Station, about twenty-one miles, on the same train, having purchased a ticket from one station to the other. The conductor testified that he considered him neither sober nor drunk, and a witness for the plaintiff corroborated his statement that the intestate, when ordered to get off the train, followed him to the platform and then stepped off, without assistance from the brakeman, who held his lamp for him to see, in alighting. The only direct evidence as to the nature of the ground where he was ejected was that of the conductor, who said that he went down an embankment about three feet high. He was found next morning frozen, and in the water that had collected near the center of an embankment eight feet high, three-fourths of a mile from the station. Where there is no statute prescribing where or when recusant or disorderly passengers must be ejected, the officer in charge of trains as a rule is authorized to expel, without using unnecessary force, one who refuses to pay regular fare, at any point where he may safely get off. But, where the power expressly given by law is exercised in such a manner as to wilfully and wantonly expose the ejected person to danger of life or limb, the company is still liable for injury or death resulting from the expulsion.

\* \* \* \* \*

We think there was no evidence, competent or incompetent, that fairly raised the question whether the conductor had reasonable ground to

believe that the intestate was too infirm, by reason of intoxication, to reach a place where he would be safe, and upon the answer to that inquiry the liability of the company depended.

Alderman was not bound, because of what he did see and hear, to institute inquiry among the other passengers before ejecting the intestate, or to act upon their opinions given afterwards, when he had no reason to believe that the intoxication had deprived the intestate of the mental capacity to find his way, or the physical power to follow it to a neighboring house or to the station. However much such accidents are to be deplored, justice and public policy alike forbid that the failure of the conductor in charge of a train to consult the fellow passengers of a man who refuses to pay fare, and appears to be somewhat intoxicated, as to his ability to provide for his own safety, shall be declared negligent, such that a jury are at liberty to find it the proximate cause of injury or death befalling him after expulsion. For the reasons given, we think there was error in submitting the question of defendant's negligence to the jury at all, upon the evidence."

#### Trouble on the Clover Leaf.

Trouble is brewing on the Toledo, St. Louis & Kansas City road, if reports are true. The general superintendent is attempting to break down all schedules and agreements with the trainmen, operators, etc., thinking that they will be deterred from attempting any resistance while under control of the United States court. Committees are interviewing General Superintendent Mills, and if an agreement is not reached they are going, first, to S. R. Callaway, the receiver, and then, in a respectful way, to Judge Woods, at Chicago, who it is believed, will not permit any injustice when it is brought before him officially. An outsider, who is well informed regarding the road, says it is top-heavy, and he knows of no road in the country of equal mileage which has as many officers as this road has at the present time. The official roster is as follows: S. R. Callaway, receiver; A. L. Mills, general superintendent; C. N. Pratt, division superintendent; E. Dresser, superintendent car service; one general road master, three division roadmasters, one general master mechanic, two chief dispatchers, with new offices opened in Toledo and St. Louis, causing the expense of moving there with the additional clerical aid necessary.—*Logansport Journal*.

## . That "Seniority" Clause.

Which is preferable to you, a stroke of lightning or the seniority clause? Lightning, to be sure! Because it is not always fatal and its victim, if alive, does not lose the position and standing it has taken the best part of his life to secure; it does not rob him for the sake of paying his successor, who in many cases is incompetent to fill the place he vacates.

The seniority clause where adopted operates on all alike so far as its fatality is concerned, but is most detrimental to the men in an advanced position, the majority of whom are men of long experience in the minor positions leading toward that which they presently hold or have been deprived of. Where is the dispatcher who is so negligent of his own rights (rights which are his by reason of years of toil; rights by reason of ability; rights inalienable) as to allow a quota of men to sign away such title and privileges? Where is the dispatcher who would be so foolhardy as to allow it without decent protest, but who installs himself to be his own hangman?

The seniority clause favors two classes of men—one, that which is always at the tail end and the other the incompetents. The seniority clause is against all honest advancement; against maintaining a position through competency; against progression, as those who have accepted it have bonded their energy and power in the interest of the parasite. They have placed a life-long mortgage upon their chances for advancement and consigned themselves to the ranks of those whose sole mission appears to be that of retrogression and stupidity. There is not a consistent or redeeming feature in the seniority clause. It is rank poison to all who are bound by it, the operator of ability and experience not excepted.

What does it do for the dispatcher, the conductor, the engineer, wherever it is in operation? When the dispatcher loses his place he is compelled to go back and begin anew; back to the position that pays the minimum; back into the ranks of beginner and student for perhaps another score of years, until he can again place himself in the position which he has twice run the gauntlet to obtain.

The conductor, after years of labor and danger to life and limb, loses his position as such; the seniority clause says to him: "Go back. I relegate you to the rank and file of the extra brakeman. Take it or starve." The engineer shares a similar fate. He is driven back to a position of firing on the yard engine, or from disgust leaves the service for good and takes his chances to eke out a precarious existence amongst those

with whom he is incapable of competing, as he has given his best days to the service of railroads, while his fellow laborer has devoted his time to business pursuits and will take advantage of such experience.

The seniority clause throttles ambition; stifles energy and consigns ability to beggary.

The majority of these men have grown gray, and many have been crippled, in service of the railroads. Some classes have already signed and sealed this their death warrant. Is the train dispatcher so foolish as not to profit by such an experience? Is the dispatcher so void of common sense that he will not protest against its adoption? Is the development of the dispatcher toward idiocy? Has he become suicidal in intent and anxious to hang himself at the cry of "Do so" by an incompetent.

Is this protection? An advanced salary of \$10 to \$20 per month, which lasts perhaps a month or ten of them, then an enforced reduction of 65 per cent for time indefinite. A pretty combination, is it not? Raise you 10 per cent for ten months; then cut you 65 per cent for a score or more years. Beautifully consistent! They say it is a rule which contains great virtue—that of working both ways. They say it is very elastic, however; that it can be used by an official to advance an incompetent, then show him his failing, then dismiss him.

They say that it is not in exact harmony with evolution, as it is a little retrogressive, but it is in perfect harmony with revolution, as it compels constant change.

It is a moral suicide on paper. It is the vampire of fraternity. It is the leech of harmony and he disrupter of friendship.

It is the wedge that forces apart and the blade which lops off all issues which should be mutual ones. Let its would-be promoters bury it; let those who have adopted it retract and rescind it at once, and all join in its interment to the depth of impossible resurrection. J. E. Dowd.

Milwaukee, Lake Shore & Western Railroad Company.

MILWAUKEE, Wis., April 23, 1892.

The following rules will govern the employment and compensation of freight conductors and brakemen, taking effect May 1st, 1892:

1. All freight conductors will be paid for the first year's service at the rate of \$2.70 per day, for all subsequent service, \$3.00; freight brakemen, \$2.00.

Way freight run between Milwaukee and Kaukauna, conductors, \$3.46; brakemen, \$2.40 per day.

Way freight run between Kaukauna and An-

tigo, conductors, \$3.46; brakeman, \$2.40 per day.

Way freight run between Antigo and Watersmeet (including Wolf River Branch) conductors, \$3.30; brakemen, \$2.20 per day.

Way freight run between Watersmeet and Ashland, conductors \$3.46; brakemen, \$2.40 per day.

Work train conductor not less than \$3.25, brakemen, \$2.11.

Compensation of conductors and brakemen of mixed trains shall be computed at freight rates.

#### RULES FOR COMPUTATION.

2. The above compensation shall be based upon a mileage of 100 miles per day (except on way freight trains specifically named above, and work trains.) If the mileage of any freight conductor or brakeman shall fall below 2,600 miles in any one month, he having been ready for service, losing no time on his own account, in such cases full time for 2,600 miles will be allowed. This, however, will not apply to men on the extra list. It is distinctly understood that no duty time is to be allowed where the mileage of any conductor or brakeman exceeds 2,600 miles per month. (Duty time means time allowed for days in which no mileage is made.)

Overtime at the rate of ten miles per hour will be paid at the rates named above, as follows:

On way freight runs between Milwaukee and Kaukauna, Kaukauna and Antigo, and Watersmeet and Ashland, after twelve hours.

On way freight runs between Antigo and Watersmeet (including Wolf River Branch,) after eleven hours.

On work trains, after ten hours.

In all other freight service after eleven hours.

In computing overtime, less than thirty-five minutes will not be counted. Over thirty-five minutes will be computed as one hour.

The first year's service is to consist of twelve calendar months from the date of promotion.

3. In the event of there being a surplus of conductors for the service on the road, the older conductors shall have the preference in employment; competency and ability in the judgment of the division superintendent to be considered.

4. After a conductor or brakeman has been called and reports for duty he shall be paid for all time lost, such time to be not less than one-quarter of a day, and shall be first out.

5. Freight conductors will be notified when time is not allowed as per slip report.

#### EXTRA MILEAGE.

6. Freight conductors and brakemen on regular runs will receive compensation for extra mileage made outside of their regular run.

7. All runs of less than one hundred miles shall

be computed as one day's work, provided the men do not go out again the same day, except on branch runs, where the mileage is less than sixty miles per day, where the company reserves the right to make special agreements as to the compensation to be paid.

8. Where crews are required to double hills, such crew shall be allowed the actual mileage made.

9. Fifty miles will be allowed for the run on ore trains between Ashland and any station on the Iron Range, the same to include making up trains as at present, and the weighing of ore at Ore Dock Junction.

#### DELAYED TIME.

10. All freight conductors and brakemen delayed over one hour when starting from terminal station, or getting into yard at terminal station, or delayed on the road by accident, wash-outs, snow, or loading or unloading material, shall be paid for all time lost at the rate of ten miles per hour, but no claims shall be made unless there is a delay of a full hour, it being understood that if a train arrives at its division terminal on time no claim for delayed time shall be made or allowed. All delayed time shall be paid for at the rate of ten miles per hour.

#### DEAD-HEAD TIME.

11. Conductors and brakemen will be allowed ten miles per hour for dead-heading on passenger trains. All other dead-heading shall be computed as actual miles run. When freight crews and way cars are ordered dead-head, the crews shall accompany their way cars. In ordering crews dead-head, the first crew shall run the train, the next crew dead-heading when such service is required, said crew being ahead of the crew with whom they dead-head on reaching the terminal of that run.

#### SWITCHING SERVICE

12. If freight conductors and brakemen are required to do switching at terminal stations either before leaving or after arriving at such terminal, they will be paid extra for all such switching at the rate of ten miles per hour. Less than thirty-five minutes will not be counted; thirty-five minutes and less than one hour will be counted one hour.

#### DISCIPLINE.

13. Conductors and brakemen shall not be suspended or dismissed from service except upon a full investigation by the superintendent, and such investigation should ordinarily be made within three days of the occurrence causing the investigation. When more than three days have elapsed

they shall, if found innocent, receive pay for all time lost after the third day; no punishment to be fixed without a thorough investigation. Any employé suspended or dismissed from the service, who may feel that such action was uncalled for, shall have the right of appeal to the general superintendent and general manager.

14. Conductors and brakemen will not be required to go out when they need rest. They will make their needs known by proper notice in train master's office before arrival at terminal points. Eight hours will be considered sufficient rest.

#### RANK AND PRIVILEGES.

15. The rank of a conductor shall date from the day of his promotion, and he shall have the choice of any new or vacant run to which his age as conductor entitles him; competency and ability in the judgement of the division superintendent to be considered.

16. Conductors having charge of trains will be held responsible for their safe management, and will have the right to place their brakemen as their best judgement may dictate.

17. Any conductor having been absent to exceed six (6) consecutive months thereby forfeits all rights with the company, except in case of sickness or where leave of absence has been granted. No leave of absence shall be granted to exceed one year, nor re-instatement made after one year of absence, except in case of sickness.

18. Brakemen shall be examined for promotion according to the time of service. In case a brakeman shall fail to pass examination he shall retain his chance for promotion.

19. When a conductor leaves one division of his own accord to work on another division he shall be considered a new employé, but should he be transferred by order of the company the same rank he possessed on the first division shall be maintained on his return to the same.

20. When a yard master or men employed in the yards take service on the road as conductors their rank shall date from the time they were promoted as conductors, and they shall not be advanced ahead of conductors who were running previous to that time. Conductors entering yard service however, shall not lose their rank if at any time they return to the road service.

#### CALLING OF MEN.

21. A book shall be kept in the train dispatcher's office showing the name of each conductor and brakeman and his residence. Superintendents shall designate certain limits within which men shall be called to take their trains where call-boys are provided. Call-boys shall be provided with a book in which conductors and brake-

men shall register their names and the time they were called. Conductors and brakemen shall also register in the book kept for that purpose in the train dispatcher's office, or other designated place, thirty minutes before their trains are due to leave.

#### RUNNING OF CREWS.

22. Conductors will run first in first out, with the exception of those assigned to regular runs, and shall so far as practicable, have regular crews who will run with them. This does not apply to men on the extra list.

Approved.

GEO. T. BIDWELL.

General Superintendent.

H. T. WHITCOMB,

General Manager.

#### Block Signals.

A lady who was a passenger, frightfully injured in the Hastings collision, on the New York Central road, has sued that company for \$250,000, she having lost, as a result of the accident, both eyes, both hands and both ears, besides being otherwise severely injured by burning. The cash which will in all probability be required to settle this suit, together with the others which will be brought, would go very far towards paying for a complete system of interlocking block signals and switches, and such a system is now being put in on the road as fast as possible, the doubt regarding the existence of a practical system formerly entertained by the Central officials having in some way suddenly been dissipated. By the way, we often wonder what those editors now find to say regarding the matter, who, immediately after the accident, appeared to think it their duty to defend the road, and chose to do so by maintaining that the officials of the road knew best what it required to make it safe, and that block signals could not be applied to it, or, if applied, would only increase the danger of collisions? Will they be consistent, and declare that the road is more dangerous after the signals have been completed than before? They cannot claim that a new or better system has been devised especially to fit this case, for the systems to be used are such as have been in regular use on other roads.

Meantime the Pennsylvania company is making a prominent feature in all its advertisements, the fact that its road is thoroughly protected by block signals, and such advertising will inevitably have its effect; the time is coming when all roads that wish to do much passenger business must be able to so advertise.—*Am. Machinist.*

## An Example to Young Men.

Two years ago a half dozen young men employed in the machine shops of M. C. Hammett decided among themselves that a knowledge of drafting and geometry would be of benefit to them in the way of giving them a clearer understanding of their business and possibly be a means of increasing their wages. Laying the matter before their superintendent, W. S. Rogers, they not only found that he was heartily in sympathy with their movement and at their request agreed to give one evening of his time every week in giving them lessons, but their employer, also desirous that they should have every facility for furthering their plans, offered the free use of office, and drawing room, light and materials. The result is, one of them to-day holds a position as superintendent for a new and growing firm, another is foreman in a large machine works in a southern city, a third is an inspector in a large electric manufacturing company in Massachusetts, one of them has been raised to a position of trust and confidence by his employer, another having finished his term of apprenticeship, is fitting himself for a course in Rensselaer Polytechnic Institute, while the youngest, after serving another year in the shop, will start himself on a course through the R. P. I. These six young men two years ago had no prospects in life beyond their daily pay and one day's rest in every seven, but their efforts toward self-improvement have proved, to their satisfaction, that there is no limit to any position they may desire to attain, provided they properly fit themselves for it. The remnant of the class were a bright, ambitious trio as they gathered at Mr. Rogers' house last Thursday evening to take their final lesson and receive their "diplomas," which consisted of Chinese napkins and ice cream. Mr. Rogers also feels proud of an elegant silver-mounted smoker's outfit the young men have presented him. There are hundreds of young men who can better themselves and raise their standard of usefulness in this same way if they will only go about it in a determined way.—*Troy (N. Y.) Northern Budget.*

The Louisville and Jeffersonville Bridge and Terminal Railway Company has been organized by M. E. Ingalls. It comprises the Big Four, Chesapeake & Ohio and Newport News. This will give the Big Four terminal facilities at Louisville. The company has issued \$5,000,000 bonus.

It would seem that the fast trains have come to stay. The new trains between New York and Chicago have been receiving splendid patronage and have demonstrated to the satisfaction of many thorough railroad men the existence of a permanent demand for rapid transit which may not be denied. In a recent interview one of the leading passenger men of the east commented upon the utter absence of complaints against the fares charged upon the Exposition Flyer, and said the same was true of the Pennsylvania limited train which has been run on exceptionally good time for years. The twenty hour trains east and west on the Vanderbilt lines are crowded daily, showing that the American people regard time as of primary importance, even when traveling, and will force the running of fast trains on all first-class roads. Only the best in the way of road bed and equipment can withstand the strain of this traffic, and many of the roads will be obliged to make great improvements in both these lines before they can meet the requirements of modern travel with comfort and safety to the passenger.

## The Rising Generation.

A valuable adjunct to the railroad business is the messenger boy. He has to "hustle" from morning until night, and if he "hits his knee," as they say about other messenger boys who never hurry, he is discharged. Some of the officials in local service began by carrying letters and running errands. J. Q. Van Winkle, general superintendent of the Big Four, Assistant General Superintendent Jarvis, of the Lake Erie & Western, J. W. Riley, superintendent of the Peoria & Eastern, J. J. Turner, superintendent of the Pennsylvania, and others are messenger boys grown up.—*Indianapolis News.*

## Caught On.

A pretty young schoolma'am in Klamath county, Oregon, puzzled the powers of pronunciation of her class recently with the word "husband," chalked on the blackboard. To help them out she asked: "What should I have if I should get married?"

"Babies, ma'am," shouted the class in unison.—Argonaut.

The new shops of the East Tennessee, Virginia & Georgia at Knoxville, Tenn., occupy a space of 100 acres with the track sidings. About 1,000 men will be employed.



### Abijah's Fourth of July.

Abijah Stone strolled off alone  
 While yet the morn was hazy;  
 The neighbors' boys made such a noise,  
 They almost dove him crazy.  
 "I love my country well," said he,  
 'But think it is a sin, sir,  
 To spoil July's sweet jubilee  
 By making such a din, sir!"

So in a nook beside a brook,  
 Serenely sound asleep, sir,  
 Abijah lay the livelongday,  
 Curled in a little heap, sir;  
 While in the town the brass-bands brayed,  
 And cannon boomed like thunder,  
 Until a very small boy made  
 A most tremendous blunder.

For; just at dark, he dropped a spark  
 Where sparks are very worst, sir;  
 A blinding flash—a frightful crash—  
 \* \* \* \* \*

A powder-keg had burst, sir!  
 Abijah found but scattered shreds  
 When he returned to town, sir,  
 And people standing on their heads  
 Where they had just come down, sir!

—*July St. Nicholas,*

### The Cure of Disease by Suggestion.

In an article on "Mental Medicine," in the *July Century*, Dr. Allen McLane Hamilton expresses the opinion that the therapeutic use of suggestion is in its infancy, but there can be no doubt that ultimately its importance will be recognized by every thinking person, and it will be adopted as an important and legitimate aid.

"By suggestion," he says, "we are enabled to explain many so-called miracles, none of which are more wonderful than those which occur at Lourdes, where even now extensive pilgrimages are made. French literature is full of instances of really astonishing cures made at this famous place, and M. Henri Lasserre has collected a large number of such cases, some of which are simply marvelous.

Long standing paralyses and contractures, and disturbances of vision innumerable, were promptly relieved by the use of water from the famous springs. Lasserre speaks of the case of Mlle. Marie Moreau, a young girl of sixteen, who suffered from that form of blindness called amaurosis, the sight of one eye being wholly gone. After nine days of prayer, a bandage dipped in the water of Lourdes was applied to her eyes, and in the morning she arose completely cured. So wide-spread is the belief in the wonderful powers of this water, that it is no uncommon thing to find devout Catholics sending for it even from America. One invalid who came under my notice, and who suffered from an incurable nervous disease for many years, would never take an ordinary dose of medicine without diluting it with water from this source, for which she regularly sent.

"From time immemorial there have been instances of suggestion attending the use of amulets, the bones of saints, and fetishes of various kinds, which have worked miracles or effected marvelous cures, and every once in a while some popular craze marks the appearance of an epidemic of imaginary cures. Whole communities share in common the belief in the power of a madstone, which is treasured by its fortunate possessor, and sought after by persons hundreds of miles distant who are unlucky enough to have been bitten by a more or less rabid dog. Sometimes these are simply broken ærolites, porous stones, or trilobites. But if such credulity exists, especially in the wild parts of the western and southern states, what can be said of the universal belief in common rings made of iron or antimony, which are worn by educated and oftentimes scientific people as a sovereign cure for rheumatism? Some years ago I was invited to pass judgment upon a very popular article of so-called electric clothing. The most careful tests with the galvanometer, however, failed to reveal the existence of the slightest current, and it is to be assumed that the virtues of this particular belt were no greater than those of some less pretentious natural object."

The July *Cosmopolitan* marks the most radical step ever taken in periodical literature. With that issue the magazine, unchanged in form, in fact, one of the best numbers of the *Cosmopolitan* ever issued was put on sale at twelve and one-half cents per copy—\$1.50 a year. The cutting in half of a price already deemed low for an illustrated magazine is the result of an intention long since formed to give to the public an illustrated monthly of the very highest class at such a price as must bring it within the reach of all persons of intellectual tastes, however limited their incomes. There are more than ten million readers in the United States and less than eight hundred thousand magazines are printed to supply their demands. More than four years have been spent in reaching the organization necessary for the production of the *Cosmopolitan* at this price, a figure hitherto undreamed of by the reading world. Each department of the work has been slowly perfected, until with the January number of this year one hundred and fifty thousand copies of the magazine were prepared upon presses and machinery of the most improved form, built with a view to producing the finest results at the very minimum of expense—the only establishment in the world, it is believed, devoted exclusively to the printing of an illustrated magazine. To establish a magazine upon such a basis at the outset was impossible. Only the rapid growth of the *Cosmopolitan's* editions, almost unprecedented in magazine records, has produced the conditions which make this departure from established prices possible. The *Cosmopolitan* promises to make the year 1893 the most brilliant in its history. No other year has seen such an array of distinguished names as will appear upon its title page during 1893. De Maupassant, Mark Twain, George Ebers, Valdez, Spielbagen, Francois Coppée, Flammarion, and Paul Heyse, are some of the authors whose work will appear for the first time during this year in the pages of the *Cosmopolitan*. Among the artists whose work will decorate its pages for the first time during 1893 are Laurens, Toussaint, Vierge, Rochegrosse and Schwabe. William Dean Howells will be a regular contributor during 1893-94.

W. Hamilton Gibson contributes to *Scribner's Magazine* for July the first of a group of Artists' Impressions of the Fair—brief articles by men who are accustomed to look at things from the picturesque side, with many illustrations from the notebooks of the artists who write the papers. Mr. Gibson has written of the landscape gardening aspect of the fair, under the title of "Fore-

ground and Vista." His illustrations give beautiful glimpses of the Wooded Island, the Rose Garden, the Japanese Temple, and Horticultural Hall, with their great variety of flowers and trees from every country of the globe. Other artists who contribute to this series will be J. A. Mitchell, editor of *Life*; Will H. Low, and F. Hopkinson Smith. Robert Grant's amusing fiction, "The Opinions of a Philosopher," is continued and contains a stirring description of a Harvard-Yale foot-ball match at Springfield. There is also a short story by Anna Fuller. Among the poems is one of the most original products of W. E. Henley's very original talent. It is a man's poetic recollections of a boy's delight in the "Arabian Nights Entertainments."

The following good advice by E. Pauline Johnson, in the *Outing* for July, will be found worthy of attention by the care-worn members of the sterner sex as well as the ladies, for whom it is especially intended. "Purchase your railway tickets for that little backwoods station in the lumbering district, where lakes lie unfettered by fashion, unfurrowed by steamers, where rivers rollicking among their stones laugh into rapids, then dream in broad lagoons. Get your camping crowd together and express your canoes and kit ahead of you. Then launch the elfin craft that is to be your only home for days to come, and if when that cruise is over, you do not return to town with a homesick regret that it is ended, with the appetite of a young hyena, the sun tan of a desert ranger, and a soul and brain blown free of cobwebs and cantankerousness—well! you are simply the only one of your kind I know of.

"I have tried these gypsy holidays, tested them, nor have I found them in a single instance wanting. Many a brain out-worn with study, over-work or over-pleasure, has been rescued from morbidness; many a cheek, pale from late hours or business anxiety, has ripened and freshened pretty and pink once more; many a heart has brightened and pulsed anew, because of such a simple outing, shorn of care and depressing formalities. We all have a scrap of the savage, a dash of the primitive man concealed about us somewhere—give it play, girls, at least once a year; be the roving, nature-loving, simple-living being that the soul of your ancestors burning yet within you clamors out so loudly for at times. Just try the old heathen etiquetteless life in a canoe for one summer week—you will be a more womanly woman for the quaffing of nature's wines in the wilderness "



Our readers who write to any of the firms advertising in these columns are requested to mention  
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.

E. E. CLARK, EDITOR-IN-CHIEF.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

With the June number of THE CONDUCTOR, my connection with it as editor ceased, and in saying farewell to its readers, I wish to congratulate them and the Order upon the action of the Grand Division which will result in giving them a better publication than we have ever had before. I am very glad to be relieved from a duty for which I am not qualified, either by education or experience, and after three years in the position, I resign the editorial duties to other hands, with much satisfaction, and while my efforts as editor during that time may not have been of much benefit, I hope they have not done material harm. In saying "good bye" to those with whom I have been in communication monthly through THE CONDUCTOR for the past three years, I extend my best wishes. May you all live long and prosper, and I trust you will give to the present editor, the same kindly assistance that I have received from you in the past. If anything of interest to the Order or its members occurs, write and tell the editor of it and he will tell the Order through THE CONDUCTOR. If your friend, the brakeman, the fireman, the engineer or the agent does not read THE CONDUCTOR, solicit him to subscribe and become acquainted with the Order and its members, and if each member will do just a little missionary work in behalf of THE CONDUCTOR, you will see that it will do a great amount of missionary work in your behalf among the brakemen and conductors who are not yet members but who, through its influence and teaching, will be applying to you in the near future.

Yours in P. F.

WM. P. DANIELS.

On July first, in accordance with the edict of the late Grand Division, editorial charge of THE RAILWAY CONDUCTOR was transferred from the G. S. & T. to the G. C. C. In making our bow to our readers we wish to remark that we should

look upon the move as somewhat risky, were it expected that THE CONDUCTOR would depend upon the ability of the G. C. C. to give it much personal attention or his ability to make it acceptable to its readers if he had the time to devote. Rapidly multiplying other duties have prevented the G. S. & T. from giving THE CONDUCTOR the attention he would otherwise have been glad to give it. The Grand Division wisely provided for the employment of editorial assistance, and such assistance will be provided. A competent managing editor will be secured, even though repeated trials may be necessary. Such personal attention as is possible will be given by the editor-in-chief and every effort, within the bounds of reason, will be put forth to make THE CONDUCTOR a welcome guest in every household, to every member and to the desk of each of our contemporaries to which it may find its way. It will be our purpose and policy to fill its columns with matter calculated to interest and instruct its readers (especially our members) and to assist in its feeble way in establishing firmly those principles which should underlie all organizations of working men and which must triumph as soon as they are appreciated and loyally supported by the working men themselves. We hope to secure ably written original articles on subjects of general interest. Editorially, we shall express our opinions on matters and occurrences from the standpoint of our honest convictions, without fear or favor and without any desire to get on that side of the question which bids fair to prove popular. We shall take our stand in what we believe is the right, with an abiding faith that the right will prevail. If we find we are wrong, we will frankly admit it and support that which is proven to be right. If we are able to make any improvement in THE CONDUCTOR, the same must come gradually and too much must not be expected at once. We solicit the hearty co-operation

ation of our members in our efforts, and believe we have the right to expect it. With the beginning of the new year THE CONDUCTOR will be placed in the hands of every member of the Order. To secure its proper delivery we must have your correct address. Let each member take it upon himself to furnish this to the Secretary of the Division to which he belongs, and if, after having done this, he fails to receive THE CONDUCTOR, do not kick to others, but make your complaint known here and it will be remedied. Your officers are clothed with considerable optional authority in the matter of appropriations for the expenses of publication. The amounts expended will naturally depend somewhat upon the receipts. There is not a member of the Order who can not easily secure one subscriber for it, and if each one will do so, you will thereby insure our ability to furnish you such a periodical as you will have every reason to feel proud of. "Are you with us?"

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Governor Altgeld, of Illinois, is deriving much unenviable notoriety from his action in pardoning the anarchists who were sent to prison for the Haymarket outrages in Chicago. This is especially true among the honest working men of the country who are instinctively the enemies of the anarchist and of his apologist as well. They are ever ready and willing to do battle to secure a fair return for their labor, but have no sympathy with the men to whom "something for nothing" is the height of philosophy, and murder the preferred means to that end. The uprising of American manhood which followed the commission of the crimes for which these men are now pardoned, the stern determination shown by honest men of all classes and occupations to so crush this foreign-born monster that it would never again dare rear its head between our nation's borders, should have been a lesson never to be forgotten by even these foes to all government. Especially it should have taught the men who would make capital out of crime and seek their own advancement through appeals to the passions and prejudices of their fellows, that nothing of honor was to be gained by pleading for anarchy or defending its adherents among the great army of American citizens who work for their daily bread.

Whatever may have been the purpose of Governor Altgeld in taking this step, he was doubly unfortunate in attempting to defend it by a vicious and uncalled for attack upon, not only the court which condemned the men he sought to free, but the judiciary of the state and nation as well. Starting with the unfounded assumption

that unless there had been some grave injustice done the prisoners, there could be no excuse for the exercise of the pardoning power, he was virtually forced into proving, or at least asserting, a wrongful conviction of the men in question. Not content with this, he boldly accused the trial judge, the prosecuting attorney and the jury of having conspired to secure the conviction of these men and the hanging of their associates, without regard to the facts or the evidence.

The charge exceeded in bitterness anything ever preferred by the anarchists themselves and, if proven true, should condemn every member of that court to the gallows. Coming from the chief executive of the great state of Illinois and directed toward the courts, which are the first great enemies of the lawless, there has been a time when this manifesto would have done more harm than all the red flags ever shown or incendiary speeches made in Chicago. Now, the people remember how they rose as one man at the news of that great crime against the nation and how their support made the finding of that court one of the mightiest verdicts against organized criminality known to history, a verdict so potent after all these years that the best response the remnant of that band could make to their self-appointed defender was a feeble vote of thanks and salutation. The people know that only after a searching and impartial trial, in which the accused were defended by counsel more able than this last apologist dare think himself, was conviction secured; they remember that the verdict was confirmed by both the state and United States supreme courts, and when they take the measure of the men who decreed the death of anarchy in this country and compare them with the proportions of this intellectual dwarf, they can afford to smile at his malice as the best bid such souls can hope to make for fame.

If Mr. Altgeld had based his pardon on the grounds that the prime purpose of punishment had been met and society was safe from further encroachments at the hands of these men, or that humanity demanded their liberation, some might have doubted the wisdom of his course, but few would have been found to criticise. There is a feeling abroad in this land, however, that its laws and the courts intrusted with their enforcement should be treated with respect. In a popular form of government they stand as the only safe-guard against the encroachments of just such men as have so recently been released from prison; men whose only definition of liberty is license, of labor is the pillage of a more in-

dustrious neighbor. This does not mean that courts may not be criticised. Judges are but men and certain to err, and it is only by the remedying of error that complete justice may be done. But there must be no causeless criticism, no baseless attacks simply for bringing the courts into disrepute or the assailant into notoriety. All such cannot but react upon the perpetrator as in this present instance where the efforts of this modern magician to galvanize the corpse of anarchy into new life has but resulted in such meaningless antics as have made both most ludicrous.

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#### THE CONDUCTOR NOT RESPONSIBLE.

In a recent editorial upon the subject of train robberies, the *Railway Age and Northwestern Rail-roader* indulges in the following false and uncalled for accusation: "This suggests that more nerve on the part of the train men than they generally exhibit in the presence of unexpected visitors would put a stop to train robbing operations like those which have disgraced our railways so frequently." The gentleman who thus sweepingly brands the train men of the country as cowards has probably never exposed his precious life to any greater danger than might arise from the premature explosion of a bottle of pop, and is accordingly all the better qualified to pass upon the bravery of men who carry their lives in their hands hourly. The truth of the matter is, train men are prone to exhibit too much nerve upon such occasions, such as c st Fireman Martin, of the Aransas Pass road his life only last month. All the money ever taken from the express companies and railroads by these robbers and murderers could not be weighed an instant against the life of one such man. The train man undertakes hazard enough in performing his ordinary duties and is under no obligation to accept every new chance of death that may be offered. If the express companies want their money guarded, they are abundantly able to hire men for that purpose who will know the dangers before them in accepting employment. Train men have not even the assurance of a pension for their wives and little ones when they so freely offer their lives for the protection of the property in which they have not even a salary interest. With equal chances, there are but few men in the train service of the country to-day who would not willingly do battle for the protection of the property and passengers under their care. No one knows that fact so well as the robber, and he carefully plans to keep the chances all his way. It may seem like cowardice for a crew and train load of passengers

to allow themselves to be cowed by one man or even by half a dozen, but a single practical experience will convince the heroic editor in question that men with as little regard for human life as he professes will sit quietly in their seats, when faced by a couple of big guns, and let the robbery go on. They will not only submit with patience to the despoiling of the express company, but will even smile at the jokes of the gay bandit as he carries off their own valuables in his capacious hat. Instances have been numerous of late where train men have driven off or captured their assailants. In the case quoted, Conductor Steele pursued and captured the murderer; a few days after, a Nebraska fireman drove a would-be robber off his engine with a stream of hot water, and a few days later still a Santa Fe conductor knocked an amateur "Jesse James" on the head with his own gun and turned him over to the nearest authorities. These acts of heroism were performed at a hazard of life which no company has a right to expect of their men, and for which they offer nothing in return but a little cheap newspaper advertising. They all only tend to prove what we at first contended, railroad men are already too willing to pledge their lives in defense of the property in their care, and, instead of needing a spur to further foolhardiness, as *The Age* assumes, should be urged to greater caution. The traveling public are much more nearly in touch with the railroad men than this gentleman who is so generous with his sneers and knows that in 99 cases out of 100 they are ready and willing to do more than their full duty. If the gentleman is honest in his strictures upon the trainmen, we would remind him that there are a number of robbers still at liberty for each of whom there is a standing reward of \$1,000. When he takes his summer vacation a little combination of business with pleasure will enable him to pocket these rewards and, at the same time, furnish the country generally and railroad men in particular with an object lesson in the art of capturing train robbers, for which too much gratitude cannot be shown.

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Among the attractions offered the discriminating reader by the July number of *The Literary Northwest* is a characteristic sketch from the pen of Hamlin Garland. With it is a brief review of the author's life and work by Mrs. Mary J. Reid, which will be found of especial interest. In addition may be found a carefully prepared history of the rifle range in the United States by Capt. Philip Reade and a number of articles of equal merit, both literary and historical, making this number one of the most valuable of the year

"PAUSE AND DISPASSIONATELY  
REFLECT."

It is beneficial to every man, no matter what his occupation, nor how complex his business affairs, to pause in his labors from time to time, and dispassionately reflect upon the circumstances surrounding him, the influences that are controlling him, and the general tendency of the age in which he lives. It is well for him upon these occasions to "take observations," as the sailors say, for the purpose of determining the general trend of thought, of society, and of himself as an integral part of it. By surveying the old landmarks established by thinkers and workers in former generations, by comprehending in a general way the relations to each other of the component parts of the social structure in the past and by comparing them with present conditions and relationships, a fairly reliable outline of the future may be projected in the mind. If the perspective be apparently full of promise for what is right in human aspirations, and therefore, of advantage to mankind, it is our duty to make it our ideal and to labor for its realization.

In these days of more general distribution of knowledge and greater individual liberty, of bold enterprises and marvelous industries, of large accumulations of wealth and vast investments of capital, of unparalleled achievements thought out and wrought out by armies of thinkers and workers, of trades unions and other labor organizations, of strikes, lockouts and similar frequent contentions between labor and capital we have reason for wondering if the old landmarks are misleading and the old ideas erroneous, or if the landmarks were well placed and can be depended upon for our guidance, the ideas well grounded and as applicable now as they were a generation ago.

These are the opening words of an address delivered by Mr. E. T. Jeffrey, president of the Denver and Rio Grande Railway, before the officers and employes of the New York Central Railway at their anniversary meeting in January last. Not only is it beneficial to the individual to make such pause and to so reflect, but if the one who reflects will give expression to the convictions formed, as honest as the convictions themselves, benefit will accrue to many of his fellows.

Let us take a few of these "observations," "for the purpose of determining the general trend of thought." To admit that the old ideas applied to the present age would be, in all things, correct, would be about as reasonable and sensible as to assert that the appliances with which the railways of the old days were operated are good enough for the present, and should not be replaced with modern improvements. If the ideas which governed the relations between labor and capital in the old days are the correct ones for the present, we must admit that the laboring class have no right to expect to share in any degree the general prosperity of our country and the age. "The old landmarks" were beyond

doubt "well-placed," but the changing currents and shifting sands of events, thought and practice, have rendered it necessary to relocate those landmarks many times. That they are "as applicable now as they were a generation ago" I think no one will care to assert. The unparalleled growth of railroads, the large addition to the number of inhabitants in the United States, the wonderful increase in the wealth and business of the country, and the universal tendency on the part of capital to concentrate, have been brought to the attention of the reading public so many times, and in so many different ways, it is unnecessary for us to make use of many statistical figures or facts. Railways which are to day known and operated as one company and under one head, were in the old days several smaller and independent corporations, and the authority and jurisdiction now held by one officer was divided among several.

In the old days the chief officer of the company frequently knew personally every conductor and engineer on the road, as well as most of the older brakemen. In these days it is a question if on some of the largest systems he knows all those who are counted and named as officers. It is but natural and perhaps right that the official at the head of so many should consider that the best interests of the service demanded a much stricter discipline than would be enforced, if he was among the men and able to investigate each case himself. If the "old landmarks" are "as applicable now as they were a generation ago," why the necessity for the changes that have been made in the organization of the official staff and the means of administering and maintaining discipline? The facts are that we have been living in and passing through a speculative age; capital has been quick to see the opportunities opened by the possibility of combining; and combined capital has reaped rich rewards; immense land grants have been donated by the general government; bonds have been prodigally voted by townships and counties to speculative capital; speculators have projected a railway and with hardly enough money to purchase a spring overcoat have carried the project to a successful termination, and made themselves rich through the aid of the residents of the section through which the road runs. The actual cost of constructing and equipping (as some of them are equipped) has been fully borne by the taxpayers along the route; the road is bonded for its full actual value, and then stocked for as much more. How many of them have ever sold any of their stock at par? The stockholders are those who secure large blocks of stock as inducements to purchase some of the

bonds—the bonds being sold at less than face value—and those who are willing to buy some of it—at from thirty to sixty cents on the dollar—as a speculation. In all genuine and safe business transactions or investments the first point considered is, will it pay interest on the investment? If it pays a liberal rate, of interest it is considered a good investment. A railway in this age of the world is expected, by those who own and control it, to pay interest on its actual cost, in the shape of interest on its bonded indebtedness, and, in addition, liberal dividends on the speculative stock. This was not expected in the old days, why now?

In order to make the very highest possible returns upon invested capital, strong combinations have been formed, and we see shrewd speculators rise from poverty to be the possessors of wealth, equaling that of Cræsus, within far less than the allotted years of man. Seeing this, is it any wonder that the laborer has asked himself the question, "Am I receiving my fair proportion of the wealth which I produce?"

Looking to what he has a right to accept as reliable sources, for a reply to this question, he learns the following, (which I have copied from an article in the *Locomotive Firemen's Magazine* for June, by Geo. C. Ward):

The wealth of the United States, January, 1891, expressed in round numbers, was \$62,000,000,000. The population of the country was 63,000,000; divided into families of five each and we have 12,600,000 families. Thomas G. Shearman, the eminent statistician, says that, "40,000 families" had at that time secured one-half of the wealth of the country, \$31,000,000,000, an average of \$755,000 each. Again he says that fewer than 250,000 families had in their possession three-fourths of the wealth of the country—\$46,500,000,000, an average of \$186,000 each. As a result, if 250,000 families have secured \$46,500,000,000, there remains \$15,500,000,000 for 12,350,000 families, which would give an average of \$1,225 each. Tabulated the showing is as follows:

250,000 families at \$186,000 each. \$46,500,000,000  
12,530,000 families at \$1,225. . . . \$15,500,000,000

12,600,000 families. Total. . . . \$62,000,000,000  
So much for private statistics.

Again, the United States census reports show the proportion of the nation's wealth which is owned and in the possession of workers and non-workers—the idlers and the toilers. The showing is amazing! stupendous!! appalling!!!

Do we realize the alarming significance of the following table:

Year.	Workers' share per cent.	Non-Producers' (parasites) per cent.
1860—16,000,000. . . . .	43¾	56½
1870—30,000,000. . . . .	32¾	67½
1880—40,000,000. . . . .	24	76
1890—60,000,000. . . . .	17	83

Do not misapprehend what is here meant by laborer. It not only includes the employes in manufactories, mines and shops, but also in the field. It not only includes the tenant and the laborer on the farm, but every person who devotes his time to it—all except the non-producers.

That is to say that in 1860, labor owned seven out of sixteen dollars in wealth in the United States, and in 1890 only seventeen out of every sixty dollars in wealth. Again: In 1880 labor owned \$9,600,000,000 of the \$40,000,000,000 of wealth in the nation, while in 1890, after ten years of unexampled national prosperity and production of wealth, resulting in an addition of \$20,000,000,000 to the nation's wealth, labor got for its share only \$600,000,000, while the parasites got all the rest, or \$19,400,000,000.

Figuring in the arithmetical progression of the increase of the national wealth for the decade, we find that while the net increase of wealth, above consumption, for the year 1890 was about \$2,300,000,000, labor got but \$80,000,000 of such increase, while what is broadly and vaguely termed capital absorbed the residue, or \$2,220,000,000. This being the case, labor is certainly vitally interested in the query "How were these results produced?"

The working man has "praised" and "dispassionately reflected upon the circumstances surrounding him, the influences that are controlling him and the general tendency of the age in which he lives." The conclusion that he has arrived at is, that the tendency of the age in which he lives, together with the laws which he lives under, and the disposition of organized capital, is to crowd to our shores all possible of the surplus labor of the markets of the world, and if he is to prevent the condition pictured in the figures last quoted, from continually growing worse and more alarming; if he is to secure, for himself and those dependent upon him, any better conditions than prevail among the laboring classes in other countries, where concentrated wealth has established and now maintains an aristocracy, he must assert himself and his rights as a citizen, in an effort to secure those better conditions both for the present and the future. In seeking a way in which to accomplish this, is it surprising that he patterned after those whose successes were well known to all? Is it to be wondered at that he decided that if organization was good for capital, it must be good for labor? For what are laboring men organized? To usurp the rights of capital? No. To assume control of the property of their employers? Certainly not. To arbitrarily demand unreasonably high rates of compensation? Assuredly not. These things have been done by, and under the guise of organized labor, but even then it is unfair to assume that those abuses of power are in accord with the principles which are the foundation of organization among working men. Agitators and dema-

gogues, like "every dog," must "have their day," but after they have all been relegated to the rear there will be before the people labor organizations asking—in accord with their underlying principles—for right and justice; accorded the same because it is right and just. Mr. Jeffrey says :

We frequently discussed the so-called labor problem, and the relations of employer and employed. In those days my thoughtful associates those who labor. They believed that in the world of regarded their corporate employers as trustees for commerce and industry the investment of capital in transportation and industrial enterprise was a fortunate necessity, that commerce would perish and industry would die if capital were withdrawn from them and they also fully comprehended that these investments were the chief means of providing employment to the workers of the world.

Continued investment of capital is absolutely necessary to the industrial, commercial and laboring world; without investment of capital, the laborer must till the ground or starve. Suppose that the power to purchase labor was taken from capital. Of what value would it be; where would it be invested. The millionaire would—like the laborer—be obliged to till the soil or starve. Labor and capital are indispensable to each other, and the sooner the individuals and their representatives on both sides realize this fact the better it will be for both. It is not fair for the laboring man to search through the list of capitalists whom he knows, or has heard or read of, and select the most arbitrary, unreasonable and narrow minded one as a gauge by which to measure, or estimate the whole number; neither is it fair for the capitalist to pick out the hasty, unreasonable, law-defying acts of the extremists on the other side and exclaim, "see what organized labor is and will do." There is little of the anarchist in the average American railway employé. With few exceptions they will return for fair treatment faithful service. But there is born, bred and inculcated in him too much of the spirit of American freedom to permit of his ever willingly bowing to conditions little better than serfdom or the life of the galley slave. A little later Mr. Jeffrey says:

I have known hundreds of men who were receiving the highest wages paid to their classes in the United States quit work on five hours notice, stop all trains, and encourage one another with the thought that the company entitled to their loyal service was being impoverished and must accede to their demands, not in the matter of wages but of rule and discipline, afterwards openly admitted to be right and acceded to by them. Not very long ago nine or ten thousand miles of railway was suddenly made almost helpless for nearly an entire day by one class of employés quitting their posts of duty on what after-

wards proved to be a fraudulent telegram. Upon another important road, in the face of the wishes of a majority of a given class of employés, a minority ordered a strike and heralded abroad, as a General might his victories, the embarrassment and trouble under which the road was operating.

These are some of the extreme cases, the first an example of foolish action taken hastily and later repented, the second a condition of affairs which renders the name organization a misnomer and which should never be possible, the third an unwise action on the part of a few individuals and officers of the same organization, repudiated by a majority of their own interested members; all three denounced and criticised as severely by the representatives of labor as by those of capital.

After briefly reviewing the rise from the ranks on the part of many of the most prominent presidents and managers of the day, Mr. Jeffrey says:

My object in drawing attention to this, is that we may the more understandingly answer the question as to whether the railroad managers of to-day are less just, less conscientious, less considerate, and less watchful of the welfare of the workers than those of thirty or forty years ago.

Never before have the executive officers of railways manifested so deep an interest in the welfare of the men and their relations with them.

This statement I am willing to accept without question. Never before have the employers of the executive officers of railways expected or exacted of them as much as at the present time. The bondholder must have his interest or a receivership follows; the stockholder is unable to see why the board of directors are unable to select officers who can make the property pay as well as it did before competing lines were built and hostile legislation enacted, and the director kicks if the president and manager can not reduce the expenses at the expense of the employés and at the same time have no trouble with his men. The average manager I have found to be fairly and liberally disposed, and the thinking men in labor's ranks appreciate the fact that the manager is limited in his authority and that there are bounds to his liberality. I have entertained a sort of feeling of sympathy for them since one of them said to me: "Some of the most unreasonable men I have ever met have been railroad directors."

Labor has no quarrel with the officials except as capital requires them to impose unreasonable conditions upon the employé.

Again quoting from Mr. Jeffrey:

I am not one of those who oppose law abiding and well regulated labor organizations, but I am strongly opposed to that radical element which by threats and misrepresentations, by strikes and intimidations fosters hostility and incites conten-

tion. Trades unions founded on sound economic principles, and operating upon right lines, have a legitimate and useful sphere of action. They enable men of similar vocations to assemble and confer freely together, and from their standpoint discuss their duties and responsibilities as component parts of the social structure, their relations to one another and to their employers, and in a general way to define from their point of view the apparent line of their interests. When well constituted and conducted they improve the mind and cultivate a spirit of co-operation, kindness and charity. If organized upon a broad basis they stimulate self culture, inspire to loftier aims and elevate character. In various ways they have accomplished much good for the working classes, and they have unquestionably been a restraint at times upon those who were disposed to take advantage of, or place improper burdens upon workmen. They have a wide and legitimate sphere of usefulness, and it is questionable if there is any other practicable way in which the influence of labor can be exerted; but it is a mistaken idea for the workers to entertain that their rights are the only ones to be considered, and it is erroneous for them to assume that the possessor of accumulated labor, called capital, must be compelled to yield virtual control of it to them. What would be thought of one who openly advocated the idea that the worker must have no voice in determining the price to be paid for his labor, or in the selection of his vocation, or in the choice of his employer, but that he must yield in these things to the possessor of capital? That would be slavery. Would not the possessor of accumulated labor, called capital, be equally a slave if deprived of the right to determine the lines of employment he may wish to offer, or to select his workers and to have a voice in fixing their compensation?

To every word of this I cheerfully and fully subscribe. It is a concise statement of facts and truths which cannot be gainsaid or evaded, and upon which there is no room for honest difference of opinion as between those who are willing to admit that there are two sides to the scales of justice. Continuing, Mr. Jeffrey states:

During the last twenty years I have participated in a great many conferences with committees from the various classes of operatives on the lines of railway I have been connected with in positions of more or less responsibility. In not a single instance did a conference fail in reaching an amicable adjustment of matters in dispute. We have discussed all questions affecting the interests of railway men and their relations to their companies. We have had occasional well defined differences of opinion, necessitating for a week or two daily sessions; but with forbearance upon both sides, patience, candor, respect for each other's views, and an unswerving determination to find a proper solution for each question at issue, we invariably succeeded in our object. A common ground was always found upon which we could stand. It would be an exaggeration to say that the conclusions reached embodied the views entertained by either side when conferences were entered upon, for they were usually the result of mutual concessions; but they proved conclusively that conferences

avert strikes; that a spirit of compromise must be their essential feature; that moderate concessions upon both sides will stifle contention and secure harmony.

I am intensely opposed to hostility and strife. I love the arts of peace and hate the arts of war. In our day and in our magnificent Republic reason must be made to prevail in composing all contentions between all classes of citizens. Those who freely confer rarely resort to force as against one another. Let each class of operatives on each line of railway, through their own representatives in the employ of the company, consult freely and frankly with the management. See to it that those who constitute these committees are intelligent, fair minded men. Let them be actuated by an earnest desire to do what is best for their associates and their company when the controlling circumstances and conditions of the corporation are shown to them. Let managers consider dispassionately, from the standpoint of the workers, the views they present, and deal candidly with their men. Give cheerfully to this work all the time that it may require; be patient, be forbearing, be just and kindly, and remember that for both labor and capital a month of conferences is preferable to a day of strikes.

The address under consideration and from which quotations are made is published in pamphlet form across the cover of which in bold type are the words, "read and carefully consider." I heartily echo those words, especially as to the above quotation. I hope every member of the Order will "read and carefully consider." The experience of Mr. Jeffrey is but that of every manager. I speak only for organized labor in railway circles, but I do not believe a single case can be shown where the representatives of the company and of the employes have met in consultation, with a disposition to accord to each other consideration and justice, where a satisfactory solution of the differences has not been found and an amicable adjustment made.

In these closing years of the nineteenth century, on this summit of human achievements, this pinnacle of all the centuries, with its inventions and discoveries, its art and literature, its liberty and enlightenment, we proudly realize that everything we have is the result of human labor. We know that the timber in the forest, the ore in the mountain, the stone in the earth, the land unbroken and uncultivated, all remote from transportation and inaccessible to man, are valueless. We know that without our unrivaled railway system our forests would be uncut, our ore undisturbed, our stone unquarried and our land unbroken, except where adjacent to navigable waters.

True, and without labor the forests, ore, stone and land would be left in their virgin state. Capital and Labor are natural allies; each needs, and must have the assistance of the other. Their relations present a vexed question which has troubled the greatest minds of the age.

How can those relations be decided, defined

and established, with satisfaction to both and injustice to neither? I answer, by the force of reason. There can be no question but that there is a limit to the ability of a railway company to further increase the rates of compensation received by their employes. How shall it be decided when or where that limit has been reached; by war? I hope not, as in that event the victor would, without doubt, carry matters to an extreme and the settlement could not be looked upon as lasting. The defeated party would be looking for an opportunity to get even and the service would be demoralized. When the representatives of labor and capital meet in conference, with a firm purpose to accord to the other the same degree of justice which they propose to demand for themselves, a mutual understanding reached, or settlement made, by the conference will be lasting and satisfactory if each party honestly undertakes to perform their part of the compact.

I firmly believe that right will prevail; I as firmly believe that organization among laboring men is right. I expect to live to see the day when the laborer, who is not a member of some respected organization, will be looked upon with suspicion by employers; when the industrious, ambitious, frugal working man will receive compensation for his services which will admit of his keeping his family in comfort, educating his children and laying by a trifle for the rainy day; the day when queen labor will be crowned with the laurels of the accomplishments of the age and enthroned in the hearts of the people will dispense simple justice, while her devotees will be the acknowledged saviors and supporters of the republic.

E. E. C.

#### The Invention of the Steam Whistle.

I notice on page 231 of the May number of your most interesting and widely-read paper, that in paragraph 54 you state that the steam whistle "was first applied to a locomotive in 1835 by Bury, an English builder." But according to good authority the steam whistle was first applied to a locomotive in May, 1833. I have by me now the "Midland Railway, Its Rise and Progress," by Williams, and on page 91, speaking of the Leicester & Swannington Railway, he says: "Soon after the appointment of Mr. Ashlen Bayster, (January, 1833) a locomotive, while crossing a level road near Thornton, ran against a horse and cart. At that time the drivers and guards of trains were able to give the signal of alarm only by means of a horn, and when Mr. Bayster heard of the misadventure he

went over to Alton Grange and mentioned the circumstances to Stephenson. "Is it not possible," he suggested, "to have a whistle fitted on the engine which the steam can blow?" "A very good thought," replied Stephenson. "You go to Mr. So-and-So, a musical instrument maker, and get a model made, and we will have a steam whistle and put it on the next engine that comes on the line." Then, again, in looking over the *Engineer* for 1892, I find on page 290 a letter from Mr. Clement E. Stretton, the best authority on locomotive history in England, in which he says: "It was put on in ten days and tried in the presence of the board of directors, who congratulated Bayster and Stephenson, and ordered other trumpets (or whistles) to be made for the other engines which the company possessed." He also says: "I herewith send a copy of the company's drawing, dated May, 1833, signed by Mr. Henry Cabry, the engine superintendent, showing that no possible doubt upon the matter can exist." And so I believe that the Bayster and Stephenson whistle of May, 1833, was the first ever used on a locomotive.—*Reginald Wright, in Locomotive Engineering.*

#### THE ANN ARBOR DECISION.

We devote considerable space in this issue to the publication of the decisions rendered by Judges Ricks and Taft in the recent cases at Toledo, in relation to the Ann Arbor boycott, and in order that the situation may be fully understood by all, we give a brief resume of the strike.

It is a fact, that is probably well known to most railway employes, that the Ashley's are men who have no regard for the rights of their employes, and that they are men who will resort to every trick or device in their power to work out their own ends regardless of the rights of others. They are the persons who first instituted a boycott and have boycotted and procured the dismissal of former employes who had obtained situations elsewhere. On account of his autocratic methods and his injustice toward employes, the employes of the ninth congressional district in Ohio, have twice defeated the political ambition of J. M. Ashley, and it is quite likely that the Ann Arbor management have endeavored to revenge themselves by persecuting their employes wherever and whenever occasion offered itself.

Some two years ago, there were some differences between the Ann Arbor road and its engineers, conductors, firemen and brakemen which was settled by arbitration. In this arbitration, the arbitrators decided every point in favor of the employes, and it seems to have been the aim of the management since that time, to let no occasion pass to persecute and injure those who remained in their employ. This was carried to such an extent that it was but a short time until practically all members of the Order had thrown up their situations there and found employment elsewhere. The engineers and firemen recently undertook to have some

matters of grievance redressed but were unable to arrive at any settlement that was at all satisfactory, and a strike on the part of the engineers and firemen was ordered. A result of this strike was that engineers and firemen on connecting roads refused to handle Ann Arbor cars or freight, on account, as subsequent events proved, of a law of the B. L. E., which required its members to refuse to handle the traffic of any company where their members were engaged in a strike. After the strike and boycott had been in progress about a week, Mr. Kirkby, state railroad commissioner for Ohio, arranged for a conference with the general manager with a view to the settlement of the difficulty, and pending that settlement, Assistant Grand Chief Youngson, of the B. of L. E., suspended the law of the Brotherhood providing for the boycott. That this action of Brother Youngson was illegal and without authority, is, we believe, a conceded fact, but that he acted with good judgment must also be conceded, and it demonstrated what is always found to be true of the great majority of railway employes, viz: that they are always ready to do anything that is consistent and honorable, to procure a settlement of any difficulty without a strike. The settlement failed solely because Mr. Ashley refused to agree to return to service the men who were out on the strike, but insisted that they each make a written application for employment. On the failure to make a settlement, the boycott was again put in force, and on the 17th of March, Judge Taft, of the U. S. Circuit Court, issued the following injunction:

United States Circuit Court. Northern District of Ohio, Western Division.

Toledo, Ann Arbor & North Michigan Railway Company vs. Pennsylvania Company et al.

#### ORDER.

Upon the filing of the amendment to the bill of complaint herein, and it appearing to the court that serious, immediate and irreparable damage will ensue unless a temporary restraining order is allowed, as prayed for in said amendment, it is, on application of the complainant, ordered:

That the said Peter M. Arthur and F. P. Sargent and each of them, be and they are hereby enjoined and restrained from issuing, promulgating or continuing in force any rule or order of any kind under the rules or regulations of the associations known as the Brotherhood of Locomotive Engineers or of the Brotherhood of Locomotive Firemen, or otherwise, which shall require or command any employes of the defendant railway companies herein to refuse to receive, handle or deliver, or be in any way instrumental in refusing to receive, handle or deliver any cars of freight in course of transportation from one state to another from and to the T. A. A. & N. M. Railway company, or from refusing to receive or handle cars of such freight which have been handled over the railroad of said The Toledo, Ann Arbor & North Michigan, and also from directly or indirectly endeavoring to persuade or induce any employes of the railway companies whose lines connect with the railway of the said Toledo, Ann Arbor & North Michigan, not to extend to said company the same facilities for interchange of interstate traffic as are extended by said companies to other railway companies; and in case, such rule or order shall have been promulgated or issued by said Arthur or Sargent, or either of them, prior to the service upon them of restraining order herein, they and each of them are hereby required and commanded to recall and rescind such rule or order and to refrain from enforcing the same.

Ordered that a temporary restraining order be issued out of and under the seal of this court, as prayed for in the bill and amendment thereto, with leave to the defendants, or any of them, to move to dissolve the same, the hearing to be had on said motion on one day's notice to complainant's solicitors. Comes complainant and moves for an injunction pending the hearing of the issues herein and accordingly, March 27, 1893, is set for hearing of said motion.

Notice of the same will be served on all defendants.

WILLIAM H. TAFT, Circuit Judge.

Judge Ricks, of the U. S. District Court, issued the following order:

The Toledo, Ann Arbor & North Michigan Railway company, complainants, vs. the Pennsylvania company, et al., defendants. Order.

On application of the complainant; and the filing of the second amendment to the bill of complaint and accompanying affidavits, and it appearing to the court that serious, irreparable and immediate damage will ensue unless a temporary restraining order is allowed as prayed for in said amendment and the motion filed therewith, it is ordered that the defendant, Peter M. Arthur, do forthwith, in the manner customary and usual, according to the practice of the Brotherhood of Locomotive Engineers of giving information to its members, cause to be made known and published that the law, by-law, rule or regulation of said brotherhood requiring its members to refuse to handle cars of the Toledo, Ann Arbor & North Michigan Railway company is not in force, or effect of said company, and that Jasper W. Watson made a defendant herein do forthwith cause to be made known and published to the locomotive engineers in the employment of the Lake Shore & Michigan Southern Railway company, who are members of said brotherhood, in the usual way in which, according to the practice of said brotherhood information is disseminated among the members of said organization, that the law, rule, regulation or by-law of said brotherhood requiring its members to refuse to handle cars of the Toledo, Ann Arbor & North Michigan Railway company is not in force, or effect, against said company.

And also, that Peter M. Arthur and said Jasper W. Watson do forthwith file with the clerk of this court for inspection by the court a copy of such by-law, rule or regulation so governing the actions of the members of said brotherhood, requiring its members to refuse to so handle the cars and freight of said The Toledo, Ann Arbor & North Michigan Railway company.

Order that a temporary restraining order be issued as prayed for in the said amendment to the bill and the motion filed therewith with leave to the defendants, or any of them, to move to dissolve the same, hearing to be had on one day's notice to the complainants solicitor.

Comes complainant and moves for an injunction pending the hearing of the issues herein, and accordingly Monday, March 27, at 10 o'clock A. M., is set for said hearing. Notice of the same will be served on all defendants.

AUGUSTUS J. RICKS,  
United States District Judge.

It seems to us that this is an arbitrary assumption of power and authority that is entirely unwarranted, and we cannot help but regret that Mr. Arthur did not test the matter before yielding so ready a compliance to this, as it seems to us, unwarranted and unjust intrusion upon the rights of an American citizen. We do not wish to be understood as counseling any violation of the laws or of the legal mandates of any competent court, but it certainly seems to us that the continually increasing assumption of authority by federal judges, to interfere with the rights and direct the movements of personal individuals, is something that ought to be viewed with alarm, not only by railway employes, but by any and every citizen of the country. The law or rule in question is one which Mr. Arthur did not enact or adopt; he did not place it in force and had no authority whatever to suspend it, and the fact that he complied with this order without protest, does not relieve every member of the Brotherhood from the effect of that law, nor from his obligation to obey it. And here again we wish to interpose the explanation that we do not counsel the members of the organization to obey a law of the Brotherhood that is not in accordance with the law of the land, nor to violate any decision of a federal court that makes their law illegal; our contention on this point is, that Mr. Arthur had no authority to release them, and that a notice from him that the law or rule was void and of no effect, does not release them from their obligation to obey it until they are properly advised that it

is unlawful. Federal courts are provided with a multitude of officers who draw their pay in part from these very engineers, and we claim that the decision of the court in regard to this boycott law of the Brotherhood was not properly brought to their notice by commanding Mr. Arthur to advise them, and that the judge unwarrantably invaded the personal rights of Mr. Arthur when it ordered him to so advise the members. It is true that these courts have the power to imprison for contempt or for anything that they may be pleased to term contempt; they exercise authority in this respect that is not exceeded under military law, and it is almost a certainty that if Mr. Arthur had declined to obey this extraordinary command, he would have been incarcerated for contempt, but it would have been brief at the most, and the question of whether or not any citizen may be made to obey any command that the fancy of a federal judge may dictate would be decided, and such a decision would be of no little value to all who are interested in the rights of American citizenship; and we believe too, that Mr. Arthur could well have afforded the temporary inconvenience for the benefit that would have resulted, and that his reputation as a law-abiding man would not have suffered in the least.

The next act in the drama was an injunction restraining the connecting roads and their employes from refusing to handle Ann Arbor freight and cars. A number of Lake Shore engineers refused to haul trains with Ann Arbor cars and resigned their positions, accompanied by their firemen; in the cases of all but Lennon, they quit at the terminal before starting on the run; Lennon was on the road and refused to take into the train he was pulling, a car from the Ann Arbor, and did not take it until notified by the chairman of the committee that he could do so.

Judge Ricks, on the hearing dismissed the men who quit at the terminal, but convicted Lennon and fined him fifty dollars and costs, from which decision an appeal was taken. In both the decisions the opinion is repeatedly expressed that a railway employé cannot quit at pleasure. The judge holds that a man employed in train service cannot quit at will, but that when he leaves a terminal he is under a contract to continue in employment until the train reaches the other terminal. If this decision should be sustained and would be applied to employers, it is not likely that employes generally would complain, but the railway companies reserve the right to dismiss at any time, and without a moments notice, and certainly no such one-sided contract will be accepted by railway employes without a vigorous protest. The decision like that of Judge Taft, is made under the oft quoted "Inter-state Commerce Law," which is twisted for almost any purpose that may be required of it so far as corporations and their interests are concerned. It is held that because the railway company are prohibited, under penalty, from refusing to accept freight that is offered, the employé is thereby prohibited from leaving his employment, and that he is "under contract" and cannot quit as he pleases. We believe this to be specious sophistry; that the penalty provided by law attaches to an employé who refuses to handle freight which it says the employer must accept, is undoubtedly true, but that it compels or was intended to compel him to remain in the employ of

any company and handle any such freight against his will, is, we believe, untrue, and any such perversion of the meaning and intent of the law is an infraction of the rights of American citizenship. We again repeat that if the decision will be made to apply to employer as well as employé, we shall accept it and believe that employes generally will, and that they can well afford to. It is a fact, however, that the employer has at hand, at all times a remedy which has never been questioned—and which will not now be questioned if this decision is reversed,—the immediate dismissal of any employé who refuses to obey any order or to perform any duty that devolves upon him, whether it be handling boycotted freight or cars or refusing to do any other work. When Engineer Lennon refused to switch the Ann Arbor car at Alexis, the Lake Shore company had an unquestioned right to dismiss him and to hire in his place any other of the millions of American citizens that it might find competent and willing to take the place. It is true that if Lennon had been dismissed, they might have found it difficult to employ another man in his place, but because no other may be competent and willing to perform any particular service, is no reason why the rights of one should be invaded and he be compelled to perform it against his wish and inclination, unless by refusing he violates a specific and definite contract or agreement. It is true that a railway employé might quit at a time and under such circumstances as to jeopardize life, but so might the employes of many private employers and in either case, the criminal laws provide a deterrent punishment that is more effectual than any restraining order could possibly be.

We also dissent from the opinion expressed more or less directly by both of the judges, that an employé who quits at the terminus of a run, or just before starting out may be subject to punishment, or that he may be restrained from quitting, or that employes who leave the service of a railway company at any time are subject to any of the penalties prescribed in the Inter-state Commerce Law. One fact which seems to have escaped the observation of all who have commented upon the decisions so far, is that the law was originally intended for a certain, specific and definite purpose; viz., to relieve the public who patronize railroads, from unjust discrimination, and extortion as to charges. We assert without fear of even an attempt at contradiction, that the idea that it might ever be construed into affecting in any way the relations of railway companies and their employes, never was for a moment entertained by either the men who originated the bill or those who made it law. If the result of the decisions at Toledo shall be the repeal of the entire law, they will be of some benefit. The law itself has never benefitted any one except the railway companies; it is used by them whenever it suits their purpose to obey, and when it does not, they ignore it entirely. The violations are so notorious that the statement of a well known railway official that it would pay the companies running out of Chicago to employ a competent man at \$50,000 per annum to compel them to obey the law, created no comment or surprise. It is such things as this which make anarchists and dynamiters. Laboring men of all classes and all employments see laws that were intended for their

benefit and to procure justice for them, openly violated in the interests of the corporations and flagrantly twisted to compel them to obey the mandate of the employer, and to take from them the last vestige of a freeman, the right to withhold their labor.

Nothing we have said should be understood as endorsing a boycott or the boycott law of the B. of L. E. We shall have something to say of that later.

[The above was written for the May number of THE CONDUCTOR, but was mislaid and overlooked by the printers after it was placed in type.]

If the record made by the first six months is maintained, 1893 will go down in history as the great cyclone year. During the early spring, Texas, Indian Territory, and other portions of the south and southwest were devastated at a terrible cost of life and property. The opening week in July brought to Iowa a storm which, in number of killed and wounded and in the destruction of property, was second only to the one which so nearly swept Grinnell out of existence. The town of Pomeroy was practically annihilated and the neighboring country laid waste, nearly one hundred dead and numberless wounded being left in the path of the storm. It was indeed a terrible visitation, and one that appealed to the open-hearted people of the state with a directness not to be gainsaid. The same generous spirit which loaded down a ship for the starving in far off Russia was not deaf to appeals from neighbors and friends, and the first trains that could be started were filled to overflowing with succor for the suffering. Governor Boies was one of the first on the scene and the wires that bore his appeal for assistance were crowded with the more than generous response. Almost every city and town in the state was ready with its offering, and kind hearted workers from all sections rushed in to do whatever was in their power to alleviate the suffering and comfort the bereaved. No account of the calamity would be complete without mention of the splendid work done by the officials of the Illinois Central road, who happened to be near Pomeroy when the storm came. Their clear-headed and energetic direction of the work of rescue, at a time when the survivors were too thoroughly dazed and demoralized to do more than mourn, was the means of saving the lives of many, who, without assistance, must have perished in the ruins, and it was their fore-sight that provided the first trains bearing help for the unfortunate. The other roads of the state were not behind in giving such assistance as was within their power, all working together in the cause of a common humanity. At this writing the hor-

rors of the calamity and its attendant suffering have been removed, in so far as is possible for human agencies, and the survivors have been started anew in the struggle of life, comforted and upheld by the strong hand of brotherly love. It requires some such catastrophe to break down the barriers which selfishness and pride have builded about us all, and to show in its true light that great underlying principle, the brotherhood of man, which makes plain so many of the mysteries of this life. May the unfortunate everywhere be upheld and strengthened by it.

Among the vital questions of public policy to be passed upon sooner or later by the people of this nation is that of governmental ownership of railroads. In order that a decision may be reached which will result in the highest good of all, no information tending to show the true bearing of the question upon the public weal will be despised by the thoughtful. In that connection the following statement from James Kerr, a wealthy Australian, now visiting in this country, whose home is in Victoria, where the government operates the railroads, will be found worthy of attention:

Railroads are purely business institutions, and government has, properly, nothing to do with them. If we didn't own a mile of steam railroad we would be completely out of debt. Politics will come in and cause useless and unnecessary lines to be constructed. Again, there is no advantage to the people in the way of cheaper transportation or reduced freight rates. I find it just as cheap to ride on American roads owned by private persons as in Australia under public ownership. The tendency toward government absorption of ordinary business, however, is meeting with a check in Victoria. There has been a system of great extravagance, that will soon be ended. Extravagant salaries of government officials have been cut down and the pensioning of government employes abolished.

From this it will be seen that governmental ownership has proven a failure in that country, according to Mr. Kerr, but in forming an estimate upon which to base his own judgment the American will do well to remember that there have been a number of adverse influences working against the prosperity of Australia, and that it would be obviously illogical to saddle the responsibility for all the misfortunes of the few months just past upon any one of them.

The time between New York and Boston has been reduced to five hours, an hour less than was called for by the old schedule. Under the new conditions the fast train averages nearly 47 miles per hour, exclusive of three full stops.

# MENTIONS

The Pullman Company served 4,500,000 meals on its buffet cars last year.

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The Erie now has a complete block system between New York and Chicago.

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The Erie now has a complete block system between New York and Chicago.

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We wish to return thanks for a neatly bound volume containing *The Railroad Telegrapher* for 1892.

\*\*

An important letter addressed to H. E. Cronk, is held in this office and will be forwarded on receipt of address.

\*\*

Kansas railroads will fight the increase of \$15,000,000 in the assessed valuation made by the Populist State officers.

\*\*

Work has been stopped on the new shops of the Monon at Lafayette, Indiana, owing to trouble between the company and the city.

\*\*

The secretary of Division No. 53 wants the address of E. L. Brown. When last heard from he was on the Mexican Central in Old Mexico.

\*\*

Anyone knowing of the whereabouts of G. W. Glasgow, will confer a favor by communicating with Frank Glasgow, Osceola Mills, Clearfield county, Pa.

\*\*

The inauguration of Kalamazoo's electric system was made the occasion of a celebration, of which a barbecue and fireworks were prominent features.

\*\*

An increase of \$105,254,254 is shown in the assessment rolls of New York. Jay Gould's

estate is listed at \$10,000,000, as against \$500,000 during his lifetime.

\*\*

Information is desired by Bro. L. W. Welch, Parsons, Kansas, of the present location of M. Brophey, formerly employed as a switchman by the M. K. & T., at Parsons.

\*\*

Brazil has just completed a treaty with China which is expected to change the flow of emigration from the Celestial empire to this country by way of Canada to the South American republic instead.

\*\*

Congratulations are due Bro. S. I. Downs, of Division No. 123, who has been promoted to the position of trainmaster, by the New Orleans & Northeastern R. R. Co., the order taking effect June 1, last.

\*\*

The many friends of Brother C. L. Bruner will learn with pleasure of his being promoted to the position of train master for the southwestern division of the Georgia Central, his appointment taking effect July 1.

\*\*

*The New York Musical Echo* for July will be found to be one of the most valuable numbers of the year, to date. It is filled with excellent selections, both instrumental and vocal, all of which are well worth study.

\*\*

Brother John Dowling wishes to return the sincere thanks of himself and family to the members of Dennison Division No. 278, for their kindly and brotherly sympathy upon the occasion of his father's death.

\*\*

H. Walter Webb, of the New York Central, says this nation is upon the threshold of an era of fast traveling, and expects to see regular trips made between New York and San Francisco in less than four days, before the close of the present century.

An enterprising citizen of Constantinople is said to be making a living by renting tobacco pipes in a hotel office. If his constituents are willing to pay for the use of second hand pipes the addition of tooth brushes to his collection should make his fortune.

\*\*

The Ancient Order of United Workmen in Illinois has reduced the age limit to 45. Michigan, Oregon, Massachusetts, New York, Iowa, Tennessee, Kentucky, Kansas, Colorado and Canada have also adopted it and others are likely to follow.—*Insurance Economist*.

\*\*

Physicians who examined the brain of Pietro Buccieri, hanged at Reading, Pa., recently, for the murder of Sister Hildaberta, showed that the brain weighed fifty-five and one-half ounces. The skull was unusually thin, and many parts of the brain were found disordered.

\*\*

John Thomas, a popular young car repairer in the employ of the Pan Handle, had the misfortune to be bitten by a mad dog, at Cincinnati, on the night of June 25. His fellow workmen at once made up a purse and sent him to Pasteur's Institute, in New York, for treatment.

\*\*

Members of the benefit department will please note that notice of assessment No. 267 is dated July 1st, and that the time for payment expires August 31st. Remit as promptly as possible so the secretary can promptly pay to the widows and orphans the sums that we owe them.

\*\*

The work of removing the shops and offices of the Big Four to Indianapolis is progressing rapidly and, it is thought, will be completed during the year. President Ingalls is said to be thinking seriously of buying houses for his employes and allowing them the easiest possible terms of payment.

\*\*

Prof. Rogers, of Washington, estimates that a pound of good steam coal contains dynamic force equal to the work of one man for 10 hours. According to the same authority, a vein of coal one mile square and four feet thick represents the power expended by 1,000,000 men working 10 hours per day for 20 years.

\*\*

THE CONDUCTOR is under obligations to the editor and manager of *The Railroad Trainmen's Journal* for an elegantly bound volume containing the numbers of that valuable magazine issued dur-

ing 1892. No one of our many exchanges is held in higher regard, and this volume will be a most welcome addition to the office library.

\*\*

By adopting a uniform draw-bar thirty-four and one-half inches in height, the American Railway Association has taken the first step toward carrying out the provisions of the car-coupler bill, passed by the last congress. The railroad companies will now be required to equip all their new cars with safety couplers, at the standard height, and the equipment must be complete within the next five years.

\*\*

At the Twenty-sixth Annual Convention of the American Railway Master Mechanics' Association, held in Lakewood, N. Y., commencing June 19 last, Secretary Sinclair reported 515 active, 15 associate, and 18 honorary members, making a total of 548. During the year then ended, the association lost, by death, 8 active, 1 associate, and 3 honorary members, and gained 53 new men.

\*\*

The Association of Railway Telegraph Superintendents held a successful convention at Milwaukee, Wis., commencing June 20 last. The following named gentlemen will serve as officers until the association reconvenes, which will be at Detroit, on June 15, 1894: President, U. J. Fry, Milwaukee; Vice President, O. C. Greene, St. Paul; Secretary and Treasurer, C. W. Drew, Chicago.

\*\*

The Denver, Salt Lake & San Francisco is announced as the last candidate for transcontinental honors. It is at present a Colorado corporation and is said to have ample capital back of it. So many similar schemes for the building of competing lines across the continent have fallen through that the public will be inclined to suspend judgment on this until something has been done beyond newspaper talk.

\*\*

ORGAN BUYERS.—Our advertisers, Farrand & Votey Organ Co., Detroit, Mich., write that they will send to every one of our readers upon receipt of a two cent stamp, a Daily Memorandum Calendar, which is claimed as invaluable to all Railroad men as their own "Time-Book." This is a reputable firm, makes a good organ and does just what it advertises. See the ad elsewhere.

\*\*

Some of the best authorities agree that the increase of railroad mileage this year will be less

than for any year since 1878, unless it be 1885, when the total fell under 3,000 miles. For the 6 months ending June 30, 1,015 miles were constructed, comprising 95 lines in 30 different states and territories. At the rate maintained last year this means the construction of about 3,000 miles this year, though a continuation of financial troubles may bring the total much below that figure.

\*.\*

The case of the Ann Arbor railway company against Grand Chief Sargent of the B. of L. F., has been dismissed by Judge Ricks of the United States Circuit Court at Toledo. Want of jurisdiction was the reason for the dismissal. Damages amounting to \$300,000 were asked of Mr. Sargent for his alleged action in declaring the recent strike on the road in question. A similar suit is pending against Chief Arthur, of the engineers, and will probably come on for trial September 18 next.

\*.\*

J. D. Garrison and W. J. O'Connell, of the International Railway Survey, have returned to Washington after an interesting expedition into Central and South America on the work of the survey. They have been gone since April, 1891, and have traversed the country from Ecuador north through Colombia, the Isthmus of Panama and Costa Rica to San Jose, with an alternate route to Carthagena, Colombia. They report the entire line practicable to build at reasonable expense.

\*.\*

The Cincinnati, Hamilton & Dayton railroad has placed on record a mortgage on its property given to the Continental Trust Company, of New York, and the Union Trust Company, of Indianapolis. It is a general mortgage for \$3,800,000, securing 3,800 5 per cent gold bonds of the date of June 3, 1893, due in June, 1943. The money is borrowed, the instrument states, "for the purpose of funding the company's bonded and other debts, with a long time, low interest bearing bond."

\*.\*

We call attention to the full page "Ad" of the Orphan Boy Extension Mining & Milling Company in another place of this issue. We have thoroughly looked up the standing of this company and know that its board of directors, several of whom are actively engaged in the railroad business, would not be connected with any mining company unless it was honestly and economically managed, nor unless they had good properties. We believe that the company will be a success, and that the parties investing in it will receive good returns for their money.

One of the most successful and, at the same time, most thoroughly enjoyable excursions of the year, was that given by the members of the Order in Wilmington, West Chester, and Coatesville, with Reading, Pa., as its objective point. June 11 was the day set apart for the trip, and so generous was the attendance that four special trains were required to accommodate the crowd. Both the railroads and the people of Reading made especial effort to give the excursionists a pleasant day, and reports show them to have been more than usually successful.

\*.\*

The Elmira *Telegram* says: "The oldest engineer in active service on the Erie is H. L. Carlough, who runs the Suffern local. He entered the employ of the old Paterson and Hudson River road in 1853, as the second fireman employed by the company. The motive power consisted of three locomotives, the 'Patterson,' 'New York,' and 'Ramapo.' Mr. Carlough is 61, and has been in active service forty years. One day recently he ran a special 175 miles. He has never been in a collision or wreck of any description, and never received personal injury."

\*.\*

All passenger trains have been taken off the S. A. & M. railroad. The road's officials claim that this step was rendered necessary by the action of the railroad commission, which had placed the tariff at such low figures that the road could not make money by running passenger traffic. In future all freight trains will run with coaches attached, the through freights carrying the mail, baggage and express. These trains stop only at principal stations, and, as they make almost as fast time as did the passenger trains, the traveling public will be but little inconvenienced by the change.

\*.\*

Lovers of the rod and line will be especially interested in the working of Missouri's new fish law, which went into effect on the night of June 21 last. In many of its particulars this law is unusually severe, and if enforced, must result in a wonderful increase of the fish supply of that state. Fish can only be taken from running streams by the owners of the land through which they run and by them only for home consumption. The use of nets or seines in the lakes will entitle the offender to a term in the penitentiary, and the same penalty is attached to the use of dynamite in killing fish. Only a few convictions under this law will be needed to convince the most ardent fishermen that it will be much more pleasurable to enjoy their sport according to rule.

At its recent meeting the Board of Directors of the Order adopted the following:

WHEREAS, Brother R. E. Fitzgerald, a member of this board and an old associate and friend of its members, an active and energetic member of the Order, whose hand was ever ready to aid, and whose purse was always open to assist a worthy member of the Order or his family, has passed from his sphere of usefulness on earth, therefore, be it

Resolved, That the members of this board extend their sympathy to his family, and express their sense of the loss the Order at large and his division has sustained, as well as the personal loss of each member of this board.

\*\*. \*

The resignation of Charles B. Peck as assistant general manager of the San Antonio and Aransas Pass, taking effect June 1, was made the occasion for an expression of regard on the part of his employes and associates that could not but be most grateful to a retiring official. Mr. Peck will serve the Texas Car Service Association as its chairman and general manager. F. E. Nelson resigned his position as superintendent of transportation for the same road at the same time, and was given an equally generous send off by the men who had served under him.

\*\*. \*

Upon a German railway not long ago eighty-one breakages of rails were reported in a single day. Upon investigation into the cause it was found that on a very cold day the brakes of a 15-ton coal car had been left on through carelessness. Consequently the wheels dragged, developing deep flat spots in the tires. When at last the brake rod broke, the hammer-like action of the wheels at each revolution caused the fractures in the rails. This was further proved by the fact that the breakages occurred in pairs, or directly opposite each other. The rails were of steel, and were  $5\frac{1}{8}$  inches deep.

\*\*. \*

Justice Fuller, with the concurrence of the other judges of the appellate bench, reversed the decision of the circuit court and dissolved the injunction restraining the World's Fair people from opening the gates of that great exposition on Sunday. The lower court took the ground that the United States government had taken control of the exposition from its opening, and that its managers were accordingly bound by the congressional provisions. The higher court found the fair to be legally under the control of the local board and consequently the injunction was not allowed to stand.

\*\*. \*

Railroad men give place to none in the matter

of patriotism and, wherever duty would permit, took the lead in celebrating the "Glorious Fourth." *The Pittsburg Post* reports one of these gatherings as follows: "Nearly 3,000 persons were in Aliquippa yesterday, in attendance at the pic-nic, given by the Brotherhood of Trainmen and the Order of Railway Conductors. It was certainly a very tall success, and the boys have every reason to feel proud of the attendance. About two-thirds of the big crowd went from Pittsburg and Chartiers. The day was perfect, and nature certainly smiled very sweetly on the railroaders and their friends."

\*\*. \*

Every member of our Order should feel a personal pride in extending the circulation of THE CONDUCTOR. If each member will make a point of securing one outside subscriber it will at once place the management in a position where they can make the magazine even more of a credit to the Order than it now is. In order to add to the interest now taken, liberal cash commissions on subscriptions, and clubbing rates with standard magazines and papers will be offered. Among these clubbing offers we confidently expect to be able to furnish our readers with *The Cosmopolitan* and THE CONDUCTOR at the extremely low rate of \$2 yearly for both, arrangements to that effect being now in progress.

\*\*. \*

The management of the B., C. R. & N. is never to be out done in generosity to employes, and has now added to an already enviable reputation on that score by arranging transportation for its men to the World's Fair. This arrangement was made with the Rock Island, and joint passes will be issued to all employes who have been with the company a certain length of time, and have earned the favor by good conduct. These passes will be issued by the heads of the various departments as the service will permit of the absence of the men. The road has long been deservedly popular with its men, and will lose nothing by this act of additional generosity, nor will the public fail to remember a corporation which is not afraid to show some soul in the treatment of its men.

\*\*. \*

In its notes upon the recent International Convention of the Typographical Union, *The Western Laborer* gives the following incident, which will be found of especial interest by the ladies: "It would have done your heart good to have seen and heard Miss Pearson, of New Albany, Ind., wade into the amendment to the constitution, offered by the Boston delegates, making a

lower scale of wages for women than men. She walked down to the center of the hall, right in front of the presiding officer, rolled up her sleeves, asked every delegate to pay attention to what she was going to say, and then let go. The convention went wild over her earnest plea to defeat the resolution. The resolution, all western people will be pleased to learn, was properly defeated. Miss Pearson was the only lady delegate present, and the convention was proud of her."

\*\*

Learn to be a man of your word. One of the most disheartening of all things is to be associated in an undertaking with a person whose promise is not to be depended upon—and there are plenty of them in this wide world; people whose promise is as slender a tie as a spider's web. Let your given word be as a hempen cord, a chain of wrought steel, that will bear the heaviest sort of strain. It will go far to making a man of you; and a real man is the noblest work of God; not a lump of moist putty, moulded and shaped by the last influence met with that was calculated to make an impression; but a man of forceful, energized, self-reliant and reliable character; a positive quantity that can be calculated upon.—*Insurance Economist*.

\*\*

Captain "Jack" Lawson, one of the oldest residents of Paducah, Ky., and said to be the pioneer locomotive engineer of this country, denies that the John Bull was the first locomotive in service in America. He came from England sixty-five years ago, he declares, in charge of a locomotive which was destined for use on a tramway between Baltimore and Green Springs, a distance of twelve miles. Captain Lawson says it was called the Herald. After many years of use it was retired from active service and dismantled. Captain Lawson was a young mechanic who had served an apprenticeship in one of the great English machine shops, and was sent over to this country with the Herald on account of his experience with the then new business of railroading.—*Locomotive Engineer's Journal*.

\*\*

Report comes that Joseph York, the oldest engineer in the United States, is lying ill at his home in Meadville, Pa. Away back in 1835 or 1836 Mr. York had charge, as engineer, of the "Arabian," one of the first, if not the very first, engine ever run over the Baltimore & Ohio system. The road then ran only to Elliott's Mills, a few miles out of Baltimore. When the Baltimore & Ohio people were preparing their exhibit, they discovered, not only the old engine, but the

man who had run it, as well, and engaged him to go to the fair and exhibit the machine. Although the duties attached to this position were light, they proved too much for the failing strength of the old gentleman, and he was obliged to seek again the comforts and retirement of his home. For a number of years, previous to his retirement several years ago, Mr. York was a conductor on the Erie.

\*\*

During the latter part of June a man giving the name of Capt. Lawrence W. Patterson, and purporting to be a member in good standing of Little Rock Division No. 131, turned up at Bucyrus, Ohio. He at once made himself known to a number of the local conductors, and was cared for by them on his statement of being out of money as well as work. After loafing around for several days, making no effort to secure work, but losing no opportunity to borrow money, he suddenly disappeared. After his disappearance, Bro. W. B. Baylor, who had taken the fellow to his home, found he had added insult to injury by making ungentlemanly remarks in the presence of his wife. Secretary Dodge, of No. 131, says no member of that division answers to either name or description given, and the brothers about Bucyrus are now unanimous in the belief that the said "Capt." Patterson will bear watching.

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Readers of THE CONDUCTOR will remember that one A. D. Potter, who first appeared in Rochester, N. Y., just prior to the Twenty-second Grand Division, and who has victimized numerous persons since that time, by claiming to be a member of the Order and a conductor employed on the Santa Fe, Rio Grande and other roads, has been published several times in these columns as a fraud. June 23d he appeared in Sterling, Ill., and victimized the First National Bank on a worthless check. He is described as heavy set, dark complexion, dressed in dark blue suit with sack coat, and has a couple of front teeth missing from the upper jaw. Has a loud, boisterous laugh, somewhat resembling that of a plantation negro. Readers are requested to look out for him, and, if found to have him arrested, and telegraph T. S. McKinney, First National Bank, Sterling, Ill.

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The Michigan Peninsular Car Company is said to be desirous of removing its shops from Detroit. According to the always veracious reporter this is but another bid for big profits in real estate. A very large block of this company's stock is controlled by New York

investors, who have conceived the idea that the car shops are of sufficient extent to form the nucleus of another plant like the Pullman. The employés of the company number 10,000, so that right from the start the company could count on a good-sized city. The plan of these eastern investors is to buy a large tract of land where good railroad facilities can be obtained and plant the shops there. They believe that great profits can be made in real estate deals of the magnitude that the creating of a new manufacturing city would afford.

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Some time since complaint came to this office that B. B. Gogerty, of Snowy Range Division No. 295, had been defrauding brothers by means of worthless checks. A letter of inquiry to the secretary of his Division elicited the following reply: Livingston, Mont., May 31, '93. Wm. P. Daniels, S. & T., Dear Sir and Brother.—Your letter of May 24 is at hand. Bro. B. B. Gogerty is in good standing for this year as far as dues are concerned, but there are charges preferred against him in this division for obtaining money with fraudulent intent, as I wrote you some time ago. If the complaint came from Bro. C. H. Gardner, Secretary of Division No. 44, at Denver, it is correct, as I now have a check he gave Bro. Gardner for \$5.00 on the National Park bank at this place. Yours very truly in P. F., J. A. Henley.

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*The Odd Fellows' Companion* comments as follows upon the reception given the Infanta by this government: "The Infanta Eulalie has gone to her home in Spain, and Commander Charles Henry Davis, of the U. S. Navy, has been relieved of the duty of dancing attendance upon her royal highness—or, as it has been dubbed, of serving as 'a naval waiting maid.' Mr. Davis' attentions and directions as to how this sprig of Bourbon royalty should be treated are said to have been decidedly un-American and extremely priggish; and yet Eulalie had a better appreciation of the American character than her attendant and broke away from the 'restraints of etiquette' and enjoyed herself as a sensible woman. Her escapades, however, so worked upon the anxieties of Commander Davis as to remind one of the feelings experienced by the hen that hatched the ducks, when her brood first took to the water. But both Eulalie and the ducks came out all right."

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Chief J. F. Wilson, of San Luis Potosi Division No. 261, recently made an apparently innocent

visit to Tyler, Texas, but surprised his brothers by bringing back a charming bride. The members of 261 were not to be outdone in this way and at once commenced to plot a counter-surprise. The dining room at the Mexican National depot was secured and beautifully decorated for a reception, to which the happy pair were invited on the evening of June 23. Everything hospitality, backed by the most generous good will, could suggest, was done, and the reception was made one of the most memorable in the history of the Division. It proved an especially pleasing introduction for the bride to the friends who will surround her new home and will endeavor to replace to her some measure of the pleasures of the one she so recently left. The best wishes of the entire order will go with Mr. and Mrs. Wilson in their life together.

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New Zealand is making an experiment in the way of government insurance, which promises to give results of much interest to those who are making a study of the general subject of governmental control. The system is not compulsory and parental, like that of Germany, but openly competes with the private companies. No one is compelled to insure with the government, but there are advantages in taking its policies which are highly favorable. Holders of the government policies are protected from bankruptcy to the extent of £2,000. The policies may be converted into annuities at any time. The government pays doctor's bills. There is a liberal system of non-forfeiture, and it is possible to revive lapsed policies on easy terms. Loans may be made with policies as collateral. Business connected with insurance may be transacted at any money order post office in the colony. This department has been in operation since 1870 and is said to have been productive of much good.

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Col. Cecil Gabbett states to a *Times Recorder* man that there was no foundation for the rumor that he was about to go to Augusta, to accept the place of general manager of the Georgia railroad. He says that Major Green has not yet resigned, and he may not do so; and if his resignation is finally accepted, President Smith, of the Louisville and Nashville, and Receiver Comer, of the Central, the two lessees, will appoint a successor. Col. Gabbett saw a number of prominent men on his recent trip, and of course, the late Central railroad trial and decision came up for discussion. It was the general opinion that the Central properties would never be sold, but that a reorganization either by Hollins & Co., or Drexel, Morgan

& Co., would now be effected, a course forced by Justice Jackson's decisions, which were evidently fired, off-hand, for this very purpose. He found Southwestern stockholders pretty badly disfigured, but still in the ring; estimating their holdings as worth 40 cents after having provided for the payment of the \$1,750,000 debt saddled on them by the Tennessee Justice.—*Americus, Ga., Times-Recorder.*

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One of the most pleasurable of the after-echoes from the recent Grand Division meeting, comes in the Toledo Bee, of June 8. According to that authority, the members of Toledo Division No. 26, surprised J. E. Gunkel, of their city, with one of the best hand-made Divine rods and the hundred additional articles of equipment necessary to make the happiness of the true angler complete. The reason for this generous remembrance can, perhaps, be best gathered from the following extract from Chief M. A. Loop's presentation speech: "Mr. Gunkel, some time ago the citizens of Toledo called a meeting for the purpose of appointing a committee to raise funds and adopt such measures as would be of future benefit to Toledo in entertaining the delegates and their families who attended the grand convention of the Order of Railway Conductors. You were appointed chairman of this committee. The convention met and all are unanimous in saying it was the most successful ever held by the Order. The conductors who came from all over the country left us with pleasant memories and Toledo is known far and wide as one of the most noted cities to entertain guests of all our metropolitan cities. While we heartily appreciate the noble assistance of our citizens, their liberal donations and kind acts, we can hardly conclude our labors without presenting to you a memento of our appreciation of your assistance." All who met Mr. Gunkel during their visit to Toledo will realize how worthily he has won this distinction.

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Not only the railroad men of the country, but the traveling public generally, have been following with great interest the experiments made in speed producing, which found their culmination in the splendid time recently made by locomotive

"999" on the New York Central. This model engine, which experts admit has broken all previous records, was designed by William Buchanan, superintendent of machinery for that company. Mr. Buchanan is a native of Scotland, having been born in Dunbarton in 1830, but has been a resident of New York since boyhood. Following in the footsteps of his father, he learned the trade of blacksmith and machinist at Troy, and when twenty years of age commenced to work for the Hudson River Railroad as machinist. His promotion was rapid. After two years as engineer, he became shop foreman and then master mechanic. In 1881 he was made superintendent of motive power for the New York Central and all controlled lines. No mention of the record breaking work of the "999" is complete without the name of Charles Hogan, who has been at the throttle whenever time and space were to be annihilated. He is another of the born and bred New York Central men, having spent nearly all his life in the employ of that company. A complete master of his engine, he has done more perhaps than any other man to break down old schedules, and leads the way now toward the time when 100 miles an hour will be on the card. With all his daring there is combined a foresight and judgment which have made wonders in speed possible without an accident.

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When railroads fall out, the traveling public is made the beneficiary of their losses. This bids fair to be especially true with those who are called across the continent during the present rate war between the great lines controlling that traffic. The Great Northern signalized the opening of its new line by cutting the passenger rates from St. Paul to Puget Sound and Portland, from \$60, first class, and \$35, second class, to \$25 and \$18 respectively. This was met by the Canadian Pacific with a \$50 rate to New York, including berth and meals on the three or four days of steamship ride from San Francisco to Vancouver. Traveling at this rate is cheaper than staying at home, and many may be induced by that fact to make the journey. Railroad men claim that the roads giving such rates must lose money, but to date, all attempts to effect a compromise have proven fruitless.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, July 1, 1893; Expires August 31, 1893.

Assessment No. 267, for death of F. B. Gray, by accident, March 26.

BENEFITS PAID DURING JUNE.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
531	263	\$3,000	Dis.	W. M. Fisher	Loss of Hand	C493-4-5	58
532	261	1,000	Death	Wm. Ferguson	Bright's Disease	D579	2
533	263	3,000	Death	J. R. Holland	Accident	C4669-70-71	190
534	262	1,000	Death	W. F. Keeler	Accident	A3647	276
535	263	1,000	Death	Wm. Burdell	Accident	A7816	329
536	263	3,000	Death	A. D. Thompson	Accident	C658 9-660	9
537	263	1,000	Death	C. McGinty	Inflammation of Lungs	C6940	2
538	263	3,000	Death	J. Kelly	Drowned	B13825-6 7	124
539	263	3,000	Dis.	M. D. Farnham	Loss of Foot	B2849-50 51	12
540	264	1,000	Death	F. L. Chapman	Accident	C7114	330
541	264	3,000	Death	J. P. Bowersock	Accident	C7984-5-6	244
542	264	1,000	Death	J. Nez	Accident	A3276	309
543	263	2,000	Dis.	D. O. Gibbs	Loss of Leg	C6997-8	171
544	264	3,000	Death	D. A. Ramsey	Cerebral Softening	C1729-30-31	148

NUMBER OF MEMBERS ASSESSED.

Series A, 3,881; Series B, 2,142; Series C, 4,965; Series D, 349; Series E, 104. Amount of Assessment No. 267, \$24,976. Total number of members, 11,923.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to May 31, 1893,.....\$1,214,498 00  
 Received on Expense Assessments to May 31, 1893,.....25,995 00  
 Received on Applications, etc., to May 31, 1893,.....22,026 69

\$1,262,519 69

Total amount of Benefits paid to May 31, 1893,.....\$1,208,876 00  
 Total amount of Expenses paid to May 31, 1893,.....50,114 62  
 Insurance cash on hand.....3 529 07

\$1,262,519 69

EXPENSES PAID DURING MAY.

Postage, \$239.00; Incidental, \$2.95; Salaries, \$554.17; Fees returned, \$2.00; Stationery and Printing, \$339.75; Legal, \$100. Total, \$1,237.87.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months. Salaries includes salary of one member of committee, and the Medical Director for last year.

Received on Assessment No. 261 to June 20,.....\$22,416 00  
 Received on Assessment No. 262 to June 20,.....12,037 00  
 Received on Assessment No. 263 to June 20,.....2,815 00  
 Received on Assessment No. 264 to June 20,.....2,476 00

WM. P. DANIELS, *Secretary.*



*Train Service—Contract of Carriage—Ticket—Arrest at Instance of Conductor.*

The plaintiff appealed this case on the ground that the trial court failed to award him adequate damages. The evidence showed that the plaintiff, and the conductor of defendant's train, upon which he was a passenger, got into a dispute as to whether a ticket offered by plaintiff had been punched on that train. At a station in New Jersey the wrangle was renewed, and plaintiff at the instance of the conductor was arrested under a statute which authorized the arrest and detention of any person who attempts to travel in a carriage of any railroad company without having paid his fare, and with intent to avoid payment thereof. Plaintiff had a verdict for six cents damages.

*Held*, That as the trouble had its origin in an honest mistake, of which plaintiff was the responsible author, and the conductor acted without malice or evil intent, the verdict should not be set aside on the ground of inadequate damages.

*Toomey vs. Delaware, L. etc. R'y Co.*, N. Y. S. C., June, 1893.

**NOTE**—There is no precise rule by which damages are to be measured in a case of this character. Much is left to the good sense and discretion of the jury, and the damages when fixed by them in actions of *tort*, are rarely disturbed, unless so manifestly excessive or inadequate as to indicate bias or prejudice on the part of the jury. The dispute in this case arose over an excursion ticket which was in two colors, the white end running from N. Y. to O., and the red end from O. to N. Y. The plaintiff left the train at B. before reaching O., and some hours later took a train at B. to return to N. Y. The assistant conductor of the incoming train asked the plaintiff for his ticket, and was handed a red ticket, which was punched and returned to him. Before reaching destination plaintiff was asked to surrender his ticket, and offered the conductor a white ticket that had been punched with a punch not used on that train. The conductor refused to accept the ticket, and his arrest followed.

*Employee—When Chargeable With Negligence—Low Bridge—Telltale—Negligence of Master.*

1. A brakeman on top a moving train, as matter of law, is not chargeable with negligence,

simply because he does not constantly bear in mind the precise location where his train and where every bridge over the track is.

2. Where plaintiff in defendant's employ, while standing on top of a car, on a moving train, was struck by a low bridge and injured; and although he had been in defendant's service for several weeks, and knew of the existence of the bridge, but was not aware of approaching it, and had no warning of danger, for the reason defendant had suffered the statutory "telltale" to warn brakemen to get out of order.

*Held*, That plaintiff was not as matter of law chargeable, under the circumstances, with contributory negligence, but that defendant was guilty of negligence in not keeping the "telltale" in order. Judgment for plaintiff affirmed.

*Wallace vs. Central Vermont R'y Co.*, N. Y. C. of App., May, 5 1893.

*Injury to Passenger—Negligence of Conductor Attributed to Carrier—Leaving Trains.*

1. In an action to recover for an injury it is

*Held*, That where the rear platform of a car is not at a safe place for passengers to alight, failure on the part of the carrier, through its conductor or other servants, to warn the passengers of the fact, is negligence, though it was safe to alight at the front platform.

2. Where plaintiff was injured in alighting from defendant's railroad company's car, and in an action therefor was asked: "You may state whether you were directed by defendant's conductor or any of its servants, to get off at the opposite end of this coach from the end that you did get off."

*Held*, that the question was not leading; and that it is not negligence for a passenger to leave a car at the rear platform.

*McDonald vs. Illinois Central R'y Co.*, Iowa S. C., May 20, 1893.

*Mutual Benefit Insurance—Contract of Membership and Endowment—Disability—Amendment to Constitution.*

1. A certificate of membership in a fraternal

and mutual benefit association provided that, in case of permanent or total disability, the member would be entitled to receive one-half of the endowment, as provided in the laws of the order; the member, in his application for membership, agreed that the constitution of the order should, with his application, form the basis of his contract for endowment.

2. The constitution provided that, "a total and permanent disability to perform or direct any kind of labor or business, or upon reaching the age of seventy years, shall entitle a member holding a certificate of endowment, so disabled or aged, to the payment of one-half of the endowment to which he would be entitled at death.

3. Where a member who was a railway employé, accidentally lost all the fingers of one hand, and brought an action to recover one-half the amount of the endowment.

*Held*, That a reply, by the general officer of such association, to a request for blanks on which to make proof of a disability, that it was useless as his claim would be rejected, such answer constitutes a waiver of the required proofs by the association to perfect the member's claim.

4. *Held*, That the constitution of the association was a part of the contract between the parties. That, under the definition furnished by it, a disability that would entitle the plaintiff to recover, must be not only permanent, but total, so as to render him unable to perform or direct any kind of labor or business; and that ordinarily the loss of fingers of a hand does not constitute total disability.

5. After issuing the certificate in suit and before the disability of plaintiff, the constitution was changed, and this amended constitution provided that "a member who, by reason of disability incurred after admission to endowment membership, becomes unable to direct or perform the kind of business or labor which he has always followed, and by which alone he can thereafter earn a livelihood shall be deemed entitled to disability benefits," which are stated to be "annually one tenth part of the sum for which his certificate is issued."

*Held*, That the amendment became operative and binding upon the plaintiff and became a part of his contract, and that his right to recover should be determined thereby. That, as the evidence showed that the plaintiff was totally disabled

from performing the duties of a railroader in the position which he had for many years engaged in, the verdict in his favor should be modified, by reducing it to the amount of the first installment of one-tenth his endowment falling due, with interest.

*Houston vs. Supreme Tent., K. of M. of the World*, N. Y. S. C., May 5, 1893.

*Mutual Benefit Association—Accord and Satisfaction—Age—Evidence.*

1. The plaintiff in this action accepted \$4,000 as a compromise of a claim of \$5,000, and executed a release under seal. In a suit to set aside the release for fraud and to recover the remaining \$1,000.

*Held*, That payment and acceptance of \$4,000 constituted an accord and satisfaction.

2. Where the defendant association, claimed to have positive proof that plaintiff's husband had understated his age in his application for insurance and thereby defrauded the association. But where the only thing resembling evidence that the association had on this point, was a record of enlistment in the army,

*Held*, that as it was not competent evidence to establish the fact of age, plaintiff was not entitled to equitable relief, as the army enlistment record of age of plaintiff's husband did not rise to the dignity of fraud adequate to set aside the release.

*Lessen vs. Massachusetts Benefit Association*, N. Y. S. C., May, 1893.

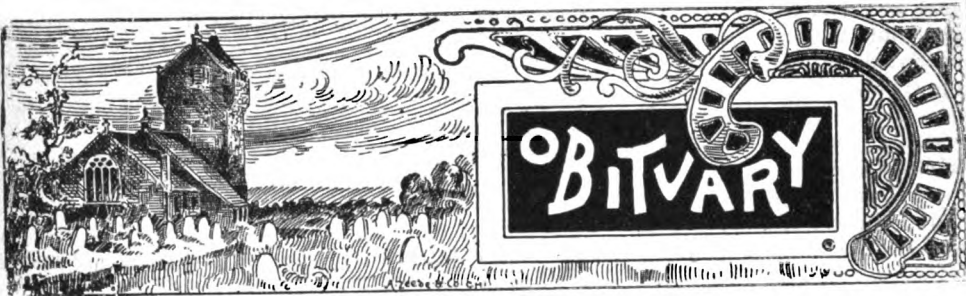
NOTE.—During enlistment period of the war, it was a common thing for young men 16 years old to enlist at the age of 18 or 20. Hence, the discrepancy in this case.

*Mutual Insurance—Change of Beneficiary—Benefit Payable to a Stranger.*

Where a certificate issued by a mutual benefit and benevolent association to a member for benefit of the member's heirs is afterwards changed, in accordance with or as permitted by the by-laws of the association, so as to be payable to a stranger, he alone is entitled to payment.

*Mulderick vs. Grand Lodge, A. O. U. W.*, Pa. S. C., May 22, 1893.

NOTE.—It has been held by this same court that one not related to the insured, nor a debtor thereof could not, within the pale of public policy, recover as beneficiary in a benefit fund arising out of a membership contract.



**Out of the fullness of life and time  
Is born that fructification men fear as death.**

#### **Finlay.**

E. E. Finlay, one of the best known and most highly regarded members of Division No. 262, was killed in the discharge of his duties at Dallas, Texas, Thursday evening, June 1. At a special meeting of his Division appropriate resolutions were adopted expressing the sympathy of the Order with the bereaved family and the appreciation in which the deceased brother was held.

#### **Fitzgerald.**

St. Louis Division No. 3 has been called upon to mourn the loss of Richard E. Fitzgerald, a worthy and beloved brother and a devoted husband and father, who passed away at Hot Springs, Arkansas, May 18, 1893, after a lingering illness. At the next succeeding meeting of the Division appropriate resolutions of respect to the memory of the departed brother and of sympathy with the bereaved family were passed.

#### **Fox.**

George D. Fox, an old time Rock Island conductor, fell or was blown from a C. & G. W. train out of Chicago during the storm of the night of April 11, and was instantly killed. His remains were taken to Chicago for burial. Bro. Fox was widely known among the members of the Order and his death will bring genuine sorrow to the entire brotherhood.

#### **Matthews.**

Died Bro. A. W. Matthews, a loving husband, a devoted father, and an exemplary member of Toronto Division No. 17. In him the Order has lost a worthy brother, whose friendly disposition and manly worth will long be held in cherished memory. At a meeting of Toronto Division, held June 4 last, a series of appropriate resolutions, expressing sympathy with the bereaved wife and family, were adopted.

#### **Mimms.**

The charter of Toronto Division No. 17 is draped in mourning for the death of Bro. R. Mimms, and resolutions, commemorating his

worth as a man and a brother and expressing the sympathy of the members of the Division with the widowed wife and orphaned children, have been duly passed and forwarded.

#### **Scanlon.**

Bro. J. W. Scanlon, of Cleveland Division No. 14, was recently called upon to mourn the loss of a loving wife. At the meeting of Bethlehem Division No. 1, L. A. to O. R. C., held June 8, resolutions were passed by the ladies expressing the personal sorrow that had come to them in the death of a beloved sister and the sympathy they felt for the bereaved husband and family.

#### **Templeton.**

Once more Division No. 55 has been called upon to mourn the loss of a brother by death. Bro. James H. Templeton died at San Antonio, Texas, June 6, 1893, at 8:30 P. M., of consumption. Bro. Templeton was born May 8, 1846, and began railroading on the K. C., St. Joe & C. B. railroad in 1869, as brakeman, afterward doing the same work for the old Missouri Valley railroad, between St. Joe and Hopkins. He also ran baggage, and in September was promoted to the position of conductor. He continued in this occupation with the K. C., St. Joe & C. B. until 1883, when he severed his connection with them to take a like position with the C., M. & St. P. railroad, between Van Horn, Iowa, and Savannah, Ill. On April 1, 1883, he took a conductorship with the H. & St. Joe railroad, and continued to hold that position until relieved by death. He leaves a wife and one son, Horace H. Templeton, who is 14 years of age. Bro. Templeton was a member in good standing of Lodge No. 22, St. Joe Knights of Pythians, also an Odd Fellow of Lodge No. 143, of St. Joe, Mo. He carried \$2,000 in the Burlington Relief Association, of which he was a member in good standing. Bro. Templeton forfeited his interest in the Benefit Department of the O. R. C. some two years ago, which was very unfortunate for his family. Mrs. Templeton has the sympathy of the entire Order, as well as the entire community in which she lives.

# THE RAILWAY CONDUCTOR.

VOL. X.

CEDAR RAPIDS, IA., AUG., 1893.

NO. 8.



## CONTRIBUTED.

### A TRUE LOVE.

BY FRANK A. MYERS.

#### CHAPTER I.—WRECKED.

"'F I'd jes staid home I'd a give all I'm wurth, 'n' then I'd a been ther'. 'F I ever git out o' this 'ere alive I'll never go in the kivered kears agin, I declar to goodness I never will. Why, the whole blasted train's skimmed the track 'n's in the ditch, I'll bet a summer 'coon skin. Ouch! O, God! don't skeow this car over that a way agin—ouch!—er you'll mash me into ten thousand giblets."

This is a mere vertical section out of the lamentations and wild moanings of Sim Lamberquin, a garrulous but good-humored young farmer, who lay, with others, in the tangled debris of the wrecked coaches of a train on the Illinois Central. He was not seriously hurt, but he easily imagined he was, and, prostrate and pinioned beneath a deep pile of the broken coaches, he conceived his time was at hand.

It was dark as Erebus, a circumstance which only aggravated the awful terrors of the catastrophe, and the moans of the injured and the shouts of the men trying to relieve the poor, crushed travelers, rendered the scene truly appalling. Unable to extricate himself, Sim did not spare his uninjured voice to call attention to the spot where he lay. His voice naturally was a cross between an owl and a threshing machine, but now filled with fright, it was more rasping than

usual. It was suggestive of mockery when the awfulness of the accident was considered.

His hideous screeching, meant to be a plaintive wail, soon drew the attention of the rescuers to him, and then there was chopping and sawing and pulling. The gleaming lights of the lanterns shed a weird yellow glow over the tragic scene, and Sim, with no stretch of imagination, conceived he had never before been caught in just such a predicament.

At length a splintered piece of panel that blocked off Sim's only chance of escape and lay closely across his lean shoulders, was removed by the heroic axman, and the long, gangling young farmer, with many groans and flinches, for fear of some injury he knew not then of, crawled carefully out of the tangled pieces of the wreckage.

"Are you badly hurt?" inquired the rescuer, seeing how slowly he "picked himself up" and came forth.

"O, yes, I'm mos' dead aready," said Sim, in a hopelessly injured and dying tone. But as soon as he spoke the tireless rescuer knew his words did not express the facts, merely his fears.

"Be careful how you step down off of this," holding the lantern for Sim to see better and assisting him by a firm hand on his arm.

"O, there lies some one," observed the axman,

who was no other than Fred Huston, the brave engineer of the train. As he helped Sim along his lantern streamed down into the debris and revealed a dress and a shapely hand—all he saw. But that was enough for Fred.

"There, sir, you sit down on this," helping Sim to a seat on a piece of a coach that lay near.

Fred hastened back. His soul went forth to the rescue of the injured and dead. It was humanity and love for his race that actuated him. He was a *man* at all times—especially in an emergency. The glimpse of the hand and dress was quite enough. Everywhere men—trainmen and passengers—worked as if their friends lay beneath the sorrowful heap of ruins. And every few minutes some one, either dead or injured, was carried out and placed tenderly upon the grass. It was almost as sad a scene as that after a battle.

How valiantly and faithfully Fred chopped and pulled and cut a way to the silent form beneath. It was difficult work, but that was small matter. What if that were his sister, how glad he would be to know that some one labored earnestly to rescue her. Poor thing, Fred thought, her end came so unexpectedly. He even found himself wondering who she was. He was sure she deserved a better fate. At length he was able to take hold of her and gently pull her from the fatal spot. The passenger who had escaped injury and who was holding Fred's lantern for him, assisted now to bear out the limp form. Placing her gently upon the green grass, under the impression that she was dead, Fred murmured, half to himself:

"Poor thing! How lovely she is, even in death!"

The full rays of the lantern fell upon her upturned face in the darkness.

"Somebody's sweet one is no more," observed the passenger, wiping a tear-drop from his eyes.

Fred stood for a moment half stupefied and speechless. A shocking sensation crept over his frame. But then, that is the way it is in life. Death is all around us all the time.

Stretching one leg and then another, and feeling himself all over, even pulling his ears to see that he was alive, Sim Lamberquin concluded, in spite of his fears, that he was still whole and alive and able to think. Seeing Fred staring down at the silent form upon the grass, Sim approached to gratify his curiosity.

"Let's see," he asked Fred, as he relieved the passenger of the lantern. The light was held so as to afford Sim an opportunity to gaze into the beautiful lily white face.

"She moves—not dead!" exclaimed Fred, joy-

fully, as he perceived a movement of the hand. He could not tell why he was so interested in the young girl, but the white hand he first saw before she was rescued, sank into his heart as a thing of purity and love.

"'F I may see myself when I'm dead," exclaimed Sim, a visible astonishment covering his sun-browned face, "as sure 's I hope to die when I'm dead, 'f 't aint Helen Butler! Sakes 'n' bodies alive! she's a mos' dead! But she aint quite. I seed her hand move jes' now. Aint I glad, though! May be she'll die yet; can't tell. Hope not."

Fred opened his ears like one hungry for news. How did this great, gaunt booby come to know this beautiful girl? Who was he? and who was she?

A soft, low moan escaped her lips. Fred could not leave till he knew her fate.

"You say her name is Helen Butler?" he inquired, with a little nervousness.

"Yaas."

"Where is her home?"

"Peoria—yaas,"

"Has she any friends or relatives?"

"O, yaas. Y'u see, I live right ther', too,—near ther'—I own a farm 'n' live ther', y'u see, 'n' I know Helen, know her well—I sh'd rather guess I do; but she mayn't know me so purty well—fer *she* lives in town, y'u see, 'n' I lives in the kentry a mild er so."

"O, my!" exclaimed Helen, recovering consciousness. She made a futile effort to arise. With true-hearted gallantry and with a burning desire to help this poor, unfortunate girl, Fred Huston stepped quickly forward and assisted her to a sitting posture. It was an unspeakable joy to Fred to see and feel that she was living. How beautiful he thought she was. Lifting her eyes to him she inquired in child-like simplicity, but with a tone of spirited courage:

"Has it been an awful wreck?"

Such eyes.

"I fear an awful one," he returned. "But can I help you in any way whatever?"

"No, thanks. But how did I get out here?"

We took you from the bottom of the wreck and carried you here. Are you hurt?" he asked, anxiously, turning his lantern upon her, as if he would make a personal examination.

She began to gain reassurance and strength and put her hands to her head.

"Only my head."

Then Fred observed blood—not simply the imaginary blood of story writers, but real, red, warm blood—stealing down her neck from her temple. His heart sank. It was such a vital

spot. A strong desire, that filled his whole being, to see her live, and live long, took possession of him. Offering her his handkerchief, he urged:

"Take this and put it to your temple. You are hurt there."

"In this awfulness your kindness shall not be forgotten."

She almost conceived he was a ministering angel from heaven. What a noble, manly-looking fellow he was!

In answer to her query he told her his name, and said he lived at Cairo. She told him her name and the place where she dwelt, and took unusual interest in him for a stranger. He felt it.

The shock to her nerves was great. The injuries she received were slight. The wound in the temple was the principle one, and that was only a slight scalp wound. Gradually she grew stronger and then she sat upon a piece of cushion Fred brought her. It was really, as it seemed to Fred, a miracle that her sweet young life was spared, when at least a dozen were killed and over a score injured more or less.

The moon was not shining on this clear May night, but the stars spangled the sky like brilliants in a heathen princess' costume and gave promise to the world of a glorious beyond.

"I'm much better," she volunteered to say.

"I'm real glad," returned Fred, with an interest that was truly gratifying to her. The evidences of his concern for her welfare were plainly observable, and she observed them. Then she began to adjust her torn clothing and smooth down her disheveled hair. These were but the acts of a self-respecting girl.

"I knowed y'u the minute I seed y'u," said Sim, standing over her.

"O, how awful this is," still nervous from the terrible shock.

"I saw the great bowlder that fell from the great cliff above, but on the curve it was too late to stop. I applied the air-brake, reversed my lever, and then leaped for my life. To remain on my engine was certain death, and no good could result from it. Instantly all this passed through my mind. What could I do? I would have died, would that have prevented this." He was visibly affected because he could not prevent the dreadful calamity.

"Gollee Moses, but it was a close shave fer me, now, I tell y'u, I never went a fishin', 'n' don't y'u fergit it." Sim really thought so. Perhaps he was quite right.

As Fred assisted Helen to get on the train that had come to the relief of the passengers, she said sweetly, as he pressed her hands, lingeringly:

"I shall hope to see you again."

#### CHAPTER II—AN UNDERSTANDING.

Helen Butler had started to visit a young lady friend of hers in a neighboring city, and intended to remain with her for a month, or perhaps two; but this fearful accident sent her back home with a sore head, her clothing in sad plight, and a frightful experience to remain with her all the rest of her natural days.

In his awkward, rustic way, Sim Lamberquin gave Helen every attention he was capable of on their return home. No one questioned the honesty of his kind treatment, even if they did remark the unconventionality of his manners and his gauche appearance, and Helen, though keenly alive to the ludicrous, forgave him all his mistakes.

Helen was a beautiful, sweet girl of eighteen golden summers, and possessed of a hopeful, lively, generous, inspiriting disposition. She was so charming that the stupid were kindled to vivacity by the contagion of her joyful spirit. Though her circumstances in life were such as to demand her labor for a livelihood, yet she loved music and painting and was no mean amateur at both. The only daughter of a respectable and intelligent but poor widow, she, in a certain circle, was the leader. Despite the lack of money—the god of sin and depravity—she was the peer socially of any one in Peoria.

From the day—or rather night—of the wreck, in which she so narrowly escaped with life, she tolerated the calls of Sim Lamberquin, who was drawn to her as everybody else was, by her true and noble heart: a heart that was deep and long and broad enough to have a sympathy for every human creature—a qualification that distinguishes the great from the small. This galoot, at the most inopportune times, "dropped in ter say he was orful glad he wasn't killed in that air wrect that time." She always treated him kindly when he came because it was her nature to do so.

Often and often, through this bright, gay month of May, Helen passed the twilight hour of evening in deep reflection about that brave, manly young engineer who so valiantly rescued her from death beneath that horrid, shudder-provoking wreck. Though she had expressed the hope to him of seeing him again—a most daring thing for a young lady to do, as she felt now, who valued her own self-respect—still she neither saw nor heard of him.

"What a nice young gentleman he is," she mused one evening, as her tired fingers paused in their tripping over the manual of the piano. "I never saw a young man quite so nice. I want to see him. I believe I could love him."

The idea brought a blush to her cheek, a never

failing symptom of love, but she did not think she *loved*. It was not that. He simply came into her mind often, that was all. She was sure that if she did love him she would be happy.

"I wonder where he is," she continued in her reflections. "I think he ought to write. I think I encouraged him enough to write. Men won't see. Pshaw! O! Perhaps he has another girl somewhere!"

"Another girl!" The idea appalled her. It could not be. It was wrong for him to love another. And yet *she* did not love him. He only came into her mind frequently—very frequently, that was all. But then he was such a *nice* young man—*real* nice. However, he must not love another.

The truth is that the uncertainty about him made her miserable. If she only knew whether he ever thought of her!

"That's it," she pursued. "Young fellows have the advantage of girls. A girl cannot make advances. If she does she is destroying thereby his good opinion of her, and he loses faith in her modesty, the only external characteristic of a genuine woman. But a man is moving among new people, forming new acquaintances, and rubbing the last acquaintances out of his mind. The one that is left behind is indeed the one who suffers most, for he has only his moods to entertain him, while the other has new things and new scenes constantly to occupy his mind. If I only knew!"

And he often wondered whether she ever thought of him. Neither knew, but both desired to know. Fred determined at length to know it all. The idea had grown to such proportions in his mind that it controlled him, and nothing would satisfy but the words from her own lips.

Helen at length, in a condition of heart bordering on the sad and melancholy, arose from the piano and went out upon the veranda and sat down in a red rocker. Much to her surprise a gentleman, in neat and fashionable dress, entered the gate and stepped upon the steps with hesitating, but unfaltering, foot. In the glamour of the swift-approaching night she was not able to see who it was, strain her eyes as she would. Though a stranger, she could see he was gentlemanly, neat, and nice.

Courteously displacing his hat and greeting her with the time of day, he said:

"Have I the pleasure of seeing Miss Helen Butler?"

"I'm Helen Butler," in an unoffending tone. Her hauteur, if she ever had any, passed to nothingness in this young man's presence, a singularity she could not understand, and her very soul seemed to be uncovered before him and exposed

to his inspection. A novel writer would say her heart fluttered, and all that kind of thing, but on the contrary, she was very much self-possessed, but helpless. Did she know him? Can the heart fail to know? The senses may sometimes fail to speak truly, but the heart never.

"You cannot know me," he resumed, in a most natural way, "for you only saw me once, and then at night and under most appalling circumstances."

"I know you, Mr. Huston," she said, cheerily and assuringly, parting her ruby lips in a becoming smile. "I cannot forget you." Fred thought he noticed an undisguised meaning in the manner in which she uttered the word, "You."

"I'm glad you've not forgotten me."

"I dare not, could not, forget one who did so great a thing as save my life."

They sat down.

"Let's say you could not forget one who came so near killing you."

It seemed they had known each other for many years. There was no affectation or reserve in their communications—nothing pretended, assumed, or false.

"It is not that way at all. Some other one might have done worse, certainly could have done no better. I will not quarrel with you about this, but I will have my way." And she laughed a ringing laugh. There was soul-music in it to Fred. Her sadness of a few minutes before had gone like the darkness before the morning sun, like the morning mist from the mountain, like the winter before the spring. She was infinitely happy. How strange the affairs of life! Here she had just been despairing over this very thing, and here it had assumed a livelier and deeper and more intense form than ever. The little seed, no larger than a mustard seed at first, was growing into a thrifty love-plant.

"That's all right," he answered with becoming levity, "but I hoist the flag of truce and surrender awkwardly, but still I surrender. Let's agree to disagree on that text."

"It's a bargain. We might say a woman's will is the wind's will, and I don't believe the parody will turn the old poet uneasily in his grave-slumbers."

This was an allusion that Fred did not understand. But he would not say so then.

And thus they chatted on, in a rollicking, rambling manner, neither striving to keep the conversation within the bounds of any prescribed topic, as do the heavy-gaited philosophers and gray heads.

After a while, with premeditated malice, as Fred at first selfishly thought, Helen called he

healthful, well-minded mother and introduced her to him. She was apparently proud of him, her mother conceived with good reason. But after she saw him in the light of the parlor, where they had gone, and spoke to him she approved the good taste of her daughter.

Before he departed, after the good mother had left them, he told her that the wreck had lost him his job on the Central, but that he had secured another on an Oregon railroad. He said he had long wished to go west, and now he had the opportunity and for fear it would never come again he had seized it, and was going away from Illinois forever, perhaps. That western country might be his home as long as he lived upon the earth. An engineer's life, at best, is an uncertain thing. Who could tell?

"I could not go away without seeing you once more," he said frankly. She could only return: "Yes." His words were so suggestive. But they were in the line of her own thoughts.

"I've often thought of you." And the sight of a fair shapely hand again came into his mind, the hand he saw buried beneath the awful wreck.

"I say I could not go away without coming to say good-bye to you." It thrilled her heart to hear that. In her wide-awake sensitiveness she observed the peculiar emphasis he put upon the "could not," and a dream in her mind at once changed into a hope.

"I'm glad you came." What more could she say. She remembered she had incautiously made advances to him before, and this fact now restrained her. She should not bubble over into excesses again—if she could help it.

But she did. And what is more she allowed him to seal a vow with a sweet kiss before he left.

There was no need of a long courtship between them, for they understood each other from the very first.

[TO BE CONTINUED.]

### The Industrial Vortex.

BY JOSE GROS.

Ours is no doubt the grand nation, and ours is no doubt the grandest period in history, grandest in many respects, anyhow. And yet, most thinking men are inclined to believe that there is something radically wrong somewhere. We have certainly overcome many of the old national and sectarian prejudices which have for centuries produced the most dismal and fatal results among all the important social groups in all lands. That may embody a considerable step in the evolution

of a better humanity on earth. It looks as if we had commenced to realize the folly of solving international problems through exhibitions of brute force. Yet, if we only cross the Atlantic, in imagination, we find that the European nations exhibit the most stupendous military camp the earth ever saw, even in the midst of gigantic wars. Over 3,000,000 soldiers in permanent armies, with three or four millions in armies of reserve! We find, besides, the most formidable navies, formidable in self-destructive powers, formidable in cost, implying immensities of wasted labor, with their inevitable crop of vice, crime, poverty, tears and despair!

Even we, Americans, even we waste at the rate of eighty millions of dollars per annum, in the army and navy. That is not much below the average for the armies and navies of the five greatest military powers in Europe. And we are protected by an oceanic belt 3,000 miles wide. Also by our own *sui generis* importance in population, natural resources, inventive power, and that blending of races which gives great reactive forces in all the emergencies of life.

We must confess that what we call human progress is something pretty sluggish, after all, and mighty little satisfactory to most men. If it was not so, would nations be yet afraid of each other? Why rely upon brute force for the solution of human problems? All past centuries stand as witness of the inability of such force for such a purpose. Not a single human problem has ever been satisfactorily solved through wars. Over twenty years ago Germany wanted to snatch from France a little bit of a province, and she did; but at what a cost to herself and to the whole European compact of nations! Germany seems to be to-day more afraid of her old enemy than ever, since she needs three times more soldiers than she did over twenty years ago, when she crushed the military back-bone of the most war-like nation on the face of the globe.

But why try to illustrate what needs no illustration? What is a war, after all, but the most emphatic repudiation of a God of beauty and wisdom on the part of men and nations? And that applies to all forms of violence, as we shall see later on.

Just now we desire to show some of the incomplete aspects of what we call modern progress. So far, civilization seems to be a magnificent palace erected in the midst of vast swamps. Bay windows, wings and towers are being constantly added to that palace. Here and there new gilded

cupolas are seen rising, and by so much increase the gorgeous beauty in the outlines of that palace of ours. Inside, the beauties of the palace are just as admirable as oriental dreams could conceive, as the imagination of poets could describe. Nothing is wanted there to give to the mind of men the highest conceptions of their power, if by power we mean what can be created through the instrumentality of human labor, and thus satisfy the fancies of a few men here and there, regardless of the suffering all that may entail upon the working masses.

And that palace, so gorgeous to the eye, outside as well as inside, that palace rises in the midst of vast swamps, as we have mentioned. And the foundations rest on the mire and are buried into it, as a matter of course. There is the symbol of our civilization, if we want to be frank with ourselves. And how can it be otherwise, when we don't really know any more today, about economic laws, than the men 3,000 years ago? Only a few men here and there have fully grasped such laws. Or only a few men feel as yet that they can individually be benefitted by the laws in question.

In the course of this series we propose to show that what sanitary laws are to the proper development of the human system, to our bodies and minds, economic laws are to the healthy evolution of the social organism, to the life of the nation. We shall also endeavor to demonstrate in forms the most self-evident, that obedience to economic laws becomes more imperative in proportion to the growth of population, and most especially as population groups itself in larger centers, in greater and more important industrial or commercial emporiums. And the latter is just the case in our days, more emphatically so in our nation than in any other.

Besides all that, take the fact that our responsibilities to God and to each other grow in proportion to our growth in intelligence and resources. And the fact that we are more intelligent than the men of five hundred, one thousand or three thousand years ago, alone involves the necessity of higher conceptions of duty to our God and to our nation, to ourselves as individuals, to ourselves as citizens, citizens in our especial nation, as well as in the grand brotherhood of nations.

We realize that in our present series we most directly write for a group of men with elements to live a less hard life than many other workers; men occupying responsible positions, and thus in need of personal qualities which may not be required in other fields of labor; men in close contact with all social standards, from the potentate

down to the humblest worker. Such men constitute a very important link in the social fabric. Such men can wield a tremendous power in the future social reorganization. And that reorganization must come, if modern nations want to avoid a worse cataclysm than that under which the old empires came to an end.

We shall then develop our subject with extra pains. We realize the high character and intelligence of the men to whom we are addressing ourselves. We have the highest respect for all workers, down to the humblest. Perhaps we love the latter with greater tenderness than the rest. That, of course, is a matter of sentiment. All the same, we fully realize the solidarity of labor as we do that of humanity. The two are one and indivisible.

(TO BE CONTINUED.)

#### Socialism vs. Individualism.

BY W. P. BORLAND.

Man is neither wholly an individualist, nor wholly a socialist; there are two opposing tendencies in his nature which force him in opposite directions. Place man by himself in the midst of unbounded wealth, condemn him to exist apart from his fellows surrounded by all the luxuries imaginable, and he is miserable. Trammel him with the bonds of a society however perfect, divest him of his personal initiative, his liberty of acting for his best good according to his own will; place him in a position where he must regulate the most unimportant of his actions after the dictates of a power superior to himself, and, though he may be able to command unbounded wealth, he is still miserable. The highest duty of the state is to secure the greatest happiness of its individual members; to allow each individual to satisfy his longings, his aspirations, and his economic moods in his own way, consistently with the rights of his fellows. To secure the greatest amount of happiness to its individual members, the state must guarantee to its citizens immunity from both social tyranny and individual tyranny. The perfect society must be so constituted that man shall be able to satisfy his two opposing instincts; his socialistic instincts and his individualistic ones. Man must be able to harmonize and fully satisfy those opposing tendencies in his nature, else there is always something lacking, and he is in some degree miserable. How futile, then, must prove the efforts of those social reformers who would saddle us with economic categories premised wholly upon one or the other of these tendencies, upon a part only of man's nature? Those who pin their faith to any absolute system, to any system which does not aim to satisfy man's nature

as a whole, are chasing a will-o'-the-wisp; the economic system which does not aim to secure to the individual a full and complete development of his whole nature is foredoomed to failure.

All through the world's history we find men continually battling against nature. Must this battle go on forever, or shall we eventually learn to regulate our social relations after the dictates of the Divine will? Never in the world's history has there been projected an economic system which aimed to satisfy the whole of man's nature, and never in the world's history has there been a complete and harmonious civilization; men have always been at war with each other, at war with nature and nature's God.

Pure individualism, the individualism which regards government as a necessary evil, may be set down as unattainable; as may likewise the pure socialism which regards government as the greatest good, and seeks to place the individual in complete subserviency to it.

There are good features in each theory, but they are both incomplete, because insufficiently premised. Take, for instance, the phenomena of free competition upon which the socialists so strongly insist, and which form the basis for their most important deductions. With the enormous increase in productive power which this country has witnessed, no person ought to suffer for any of the necessities of life. All persons should be able to secure by their labor enough of the necessities of life to supply all of their natural needs, if not a considerable portion of its luxuries. But such is not the case. Poverty is just as glaring, just as hideous to-day, as at any previous period of the world's history. The problem of the correct distribution of wealth is pressing as strongly for solution now as ever before. The wealth of the world shows as strong a tendency to gravitate into the possession of the few, and away from the masses, as when those masses were held in chattel bondage and acknowledged the few as their masters. The socialists point to these undeniable facts, and ascribe their existence to the phenomena brought out by free competition. They assert, with dogmatic precision, that free and unrestricted competition has brought us to the verge of the social cataclysm which now confronts us, and their principal arguments are based upon that assertion, which they consider a statement of self-evident truth. But the assertion is not true. Free competition does not exist, nor has it ever existed in any country or among any people. Free competition implies free opportunity. Without free opportunity to compete, free competition cannot exist. When and where have men ever enjoyed free oppor-

tunity? When and where has the practical assertion of the principle of absolute equality of opportunity been the condition precedent to the establishment of any overtopping industry, any gigantic fortune? The answer is never, and nowhere. In all countries, and among all peoples, there have always been those who have attained wealth and power, not by superior skill or industry, not by exceptional merit or intellectual genius greater than the average of their fellows, but because they have enjoyed privileges and opportunities granted them by the sovereign authority, and which were denied to the great mass of the people. Those privileges have been granted upon many pretexts, chief among which has been the one of the good of the people, but it does not require any consideration of such pretexts to show that as long as the privileges exist free competition cannot exist. The strife in the industrial world to-day is not the strife of free competition. It is the strife which proceeds from the attempt to *avoid* free competition. If each industry was strong only by reason of its producing power; if every industry was stripped of its special monopoly of natural opportunities and legislative bonuses, then would competition really be free, and then would the socialist's argument be as solid as a rock. But when, as is the case, the struggle of an ordinary industry against a privileged industry is mistaken for free competition, we must reject the conclusions because we know they are not premised on facts. The competition which would really be free, is the competition that would naturally arise in a state of absolute freedom; a state where the rights of all were equally recognized and protected; where special privileges were unknown, and the material universe was regarded as God's bequest to mankind. Such competition has never existed, and to say that the misery, poverty, degradation and crime which exist to-day have been brought about by free competition, is clearly to ascribe results to causes which are non-existent. Nevertheless, we should not reason from this that the individualistic principle of free competition is universally applicable. There are cases where even with every element of special privilege eliminated, free competition becomes impossible, and the ordinary laws of competition become imperative. Such cases require the application of the socialistic principle; in dealing with them the interests of the whole people will be better served by collective than by individual ownership and management. Such are railways, telegraph lines, privileges in the streets of cities and towns, etc. Even under the most approved conditions of individual ownership, it is impossible, with respect

to such businesses, for the natural law of competition to work out its ultimate. Such businesses are natural monopolies; they require the introduction of vast capital, and, being carried on only in special situations and upon restricted lines, it becomes impossible for all men to compete freely and intelligently for their benefits. It is true that the principles of taxation may be applied to such businesses so as to absorb the value of their privileges, and thus, theoretically, place them upon an equality with those which rest naturally upon a competitive basis. But, however theoretically perfect such a plan might appear, it would hardly work out in practice, for, being in practical possession of the entire field, the managers of such businesses might easily suppress details and doctor their reports so as to make the value of their privileges appear much less than they really were, thus enjoying benefits not accorded to other citizens of the state, and escaping, in a measure, from the results of competition. Here, then, is the point where the socialistic principle of collective ownership and management may be applied with vast benefit to all, and with detriment to none. Take our postal system as a case in point. No person can successfully deny that it is better managed, more economical to the people, and more satisfactory to all concerned than it possibly could be under any system of private ownership and control. The socialists are fond of pointing to the post-office as an example which furnishes a practical and conclusive demonstration of the correctness of their theories. But it is nothing of the kind. What the example of our postal system proves is, that businesses of a like nature, those which are natural monopolies, may be much more satisfactorily conducted under collective than under individual control and management. The socialists make the mistake of giving a universal application to a rule that will only apply to special cases. Because the government can conduct our post-offices more satisfactorily than can any individual, or private company of individuals, it by no means follows that the government should also manufacture our shoes and clothing, raise and grind our wheat and corn, fatten and butcher our hogs and cattle, shear our sheep, bake our bread, brew our beer, and attend to the numberless other businesses which are properly upon a competitive basis, and which may properly and profitably be left to individual direction and management.

This is the mistake of the socialists. Perceiving that the attempt to conduct a society upon individualistic lines has proved a failure, they at once jump to the conclusion that individualism is wholly vicious, and insist upon its entire elimina-

tion from the economic system of the future. The individualists make a similar mistake when they point to the evil effects which would arise from the application of the socialistic principle to the trivial affairs of life, and subject it to universal condemnation from such premises. The truth is that each principle has its legitimate place in the practical and satisfactory economic system which must eventually be evolved. The two ideas must be made to blend and harmonize with each other, the one giving way to the other wherever it shall seem that the greatest good of the commonwealth demands such a course, before men shall be truly happy, because truly free from economic oppression. The facts of history all tend to confirm this conclusion; wherever we may look we find the two opposing principles always at war with each other, each trying to work out its ultimate independent of the other, and always failure, always discontent, poverty and degradation among the many, always a straining after something that is lacking, and the wrecks of destroyed civilizations strewn along the pathway of time.

COMMENT BY W. P. BORLAND.

Governor Altgeld must be a man of considerable nerve or he would never dared to have taken the course he did in issuing pardons to the anarchists. Giving him credit for the ordinary amount of intelligence, he must have foreseen that the result of his action would be exactly what it has been. On the one hand he is denounced as an anarchist and a demagogue, and on the other he is lauded to the skies and it is taken for granted that he is in full sympathy with anarchists and their methods. While these inferences are such as we might naturally look for,—and they would have considerable weight with most men,—neither of them are legitimately deducible from the Governor's action. A man is not necessarily an anarchist, nor a sympathizer with anarchists, because he pardons an anarchist whom he believes to be innocent of the crime of which he is convicted, any more than the one who pardons a convicted horse-thief is a horse-thief or a horse-thief sympathizer. The question is not one of sympathies or affiliations; it is simply one of justice. The Governor's reasons for releasing the anarchists are fully set forth in his pardon message; if that message is an honest expression of his convictions, then he would have been an arrant coward to have kept the convicted men confined one moment longer. If it is not honest, then the Governor is a fool, and possibly a demagogue, but even then, not necessarily an anarchist. In any

event we must give the Governor credit for his nerve; few men would have dared to face the storm which Altgeld must have known would follow his action.

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Speaking of anarchists, there are many persons who are classed as such, who are in no way deserving of the appellation. It is quite the fashion, with a certain large class of our population, to fasten the name of anarchist upon every person who utters radical sentiments in favor of the masses and against the existing order of society. Nothing could be more unjust, or farther from the truth. The fact is, that revolutionary anarchists of the Johan Most type, are few and far between in this country; and their methods are quite as generally deprecated by the great body of radical social reformers as the greatest stickler for law and order could desire. It is quite generally recognized that the ballot is the weapon which must be used to accomplish the desired social revolution, and the movement of even the most radical reform party in this country, i. e., the socialist labor party, is proceeding upon these lines. If our institutions are only to be subverted by the revolutionary anarchists, they are in very little danger.

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As to the socialist labor party, its aims and methods are all constructive, not destructive. It is, in no sense, an anarchistic body; the whole burden of its propoganda is to so educate the masses that they may accomplish a definite object by an intelligent use of the political power guaranteed them by our constitution. Yet, whenever the great newspapers of the country refer to this party, they do so contemptuously, and refer to it as an anarchistic and revolutionary body. Such misrepresentation as this cannot proceed from ignorance, as the doctrine of the socialist labor party is always fully set forth in its official organs to be read by all. The very week when the socialist convention at Chicago was being denounced as a convention of revolutionary anarchists, one of the official organs of the party contained these words: "We are no children; we do not propose to amuse ourselves breaking in windows, when the whole edifice must be rebuilt." The same paper refers to Most and his followers as "A lot of scatterbrained anarchists and imbeciles." Most is also called a disciple of the gospel of "threat and run away." Among the propositions presented at the Chicago convention were those demanding an eight-hour work-day; the establishment of trade courts for the immediate settlement of differences between em-

ployer and employé; to limit or regulate the profits of corporations by taxation; to establish proportional instead of minority representation in our political system. There is nothing anarchistic, nothing that indicates a belief in violent methods, in these propositions. On the contrary, they are such as have a legitimate place in the practical politics of our country.

There is no necessity for misrepresenting the program of the socialist labor party in this manner. There are plenty of valid economic objections to the program, which may be advanced from an intelligent standpoint, without resorting to the policy of ignorant and misleading appeals to prejudice. The trouble is that the average writer for the capitalistic press is not, as a rule, over-burdened with economic knowledge; his principal recommendation is his glibness of tongue and pen; he is paid for upholding the present system, and must do so at all hazards, and, not competent to meet the socialists on their own ground, he resorts to dishonest and ignorant expedients to secure his ends. There is a day of reckoning approaching for these misleaders of the masses; there is fast coming a time when important economic problems may not be disposed of off-hand, by miserable appeals to the prejudices.

#### What is Socialism?

BY H. P. PEEBLES.

Probably no word in the English language has been so persistently abused, slandered and misused as the word Socialism. Derived from *socius*—a friend—it distinctly refers to a social system founded on the friendly feelings of humanity, justice, fraternity and a common equality of opportunities; yet, judging from press reports, magazine articles, and the comments of society, the public are ignorant of this truth.

Pronounce the word, "socialist," and there is pictured in the mind a bloated, uncouth, unkempt bar-room orator, haranguing to his fellow loafers on the infernal greed of the capitalist, and the absolute necessity of an immediate division of all portable property. The scene may fade into a long-haired demagogue informing a group of workmen that they are the slaves of the wealthy, and deluded victims of the wage system. Another picture follows. A dark cellar, a deal table, a flickering candle, around which are grouped haggard, grim and stern-faced plotters, arranging details of an infernal scheme to blow all civilization into everlasting chaos. But the socialist is none of these. If the picture comes, it is a confession of ignorance.

The gross ignorance concerning socialism, by

otherwise well read and intelligent people, becomes, to the socialist, not only monotonous, but aggravating; and is a constant source of surprise to the student of reform literature.

In a recent magazine article a writer says: "I have never discovered how the socialists propose to retain an equality of wealth, after the division has been made."

I have never discovered the socialist that demanded a division of wealth. Such a claim has no part or parcel in the principles of socialism. It is true that an equitable division of wealth is one of the ultimate aims of the socialist; but the end is accomplished by an equitable division of the opportunities of acquiring wealth. The division of existing wealth would be ethically unjust and practically impossible. Nor does the socialist propose to share the fruits of industry with the idler and non-producer; he enforces the old adage, "if he work not, neither shall he eat;" but adds, "he that works, shall also eat."

One of the most common errors is the prevalent idea that socialism is an attempt to make all men "*socially* equal," and to repress intelligence and genius to the level of mediocrity.

The claim is often made—it is of late the most popular argument against socialistic reform—that socialism is an attempt to make all men *socially* equal; that it would destroy all hopes for individual preferment, and reduce society to a dead level of mediocrity. In truth, we claim for socialism, the very opposite, that by its adoption, individual liberty will be increased, while genius and personal merit would meet with proportionate rewards. Industrial and economic equality does not imply social equality. At the formation of this republic, intelligent critics demonstrated that political equality would break down all barriers between refinement and boorishness, intelligence and ignorance, and result in social anarchy. Yet while to-day the vote of the pauper counts as much as the millionaire, social distinctions are as well defined as ever. Nature makes a difference intellectually and morally, but Nature makes all men equal on the plane of material wants—the fool and the idiot require the necessities of life as much as the genius and philosopher. Socialism claims that men should be equal on that plane of animal life where nature has set the seal of perfect equality. It would require more time than is afforded in this short paper to go into this question fully; but the assertion can be safely made that socialism would not repress individual development, or force an unwelcome equality upon society.

It would not be difficult to define socialism by a series of negatives, and explain what it is by

describing what it is not; but we will attempt to answer the question that heads this article by affirmative propositions.

It is easy to answer the question in general terms, but an attempt to enter into details is difficult. Take a parallel example. It is easy to answer the question, what is Christianity?—a belief in the teachings of Christ, an acceptance of his doctrines, an attempt to follow in his footsteps. If we go further and endeavor to ascertain what follows, we find the Roman Catholic, the Presbyterian, the Unitarian, etc., all Christians, but differing in a hundred forms of doctrine and belief. Nevertheless, as there are fundamental points that define the word Christian, there are clear-cut and definite principles that define socialism. And it is but fair to add that the differences between socialists are by no means as wide as the depths and chasms among the creeds of Christendom; and are not of doctrine and belief, but of application and detail.

The theories of socialism rest upon the application—to our social life and economic condition—of three ethical propositions, and any attempt to apply them or reduce them to actual practice may be called socialism.

1. All vested right or individual title to land should be abolished. Land is the common heritage of humanity. Occupancy and labor give a title to produce, but not to the land.

2. Every man is entitled to the full value of all that is produced by his own labor.

One is especially apt to overlook the full force of this proposition. Most men will say, "this is just; no man has any title to the individual produce of another; this is a self-evident truth." Yet, our economic and social system rests upon the fact that the few appropriate to themselves the results of the labor of the many. Every private fortune, every individual accumulation of wealth, is produced by the toil of others who have no legal claim to its use. No man ever produced a million dollars' worth of wealth by his own exertions. The wage system rests solely upon the fact that the employer retains a portion of the wealth produced by the employé. In other words, the employer must make a profit, and profit is the difference between the wealth produced by the laborer and the amount he receives "A fair day's work for a fair day's wages," is an expression frequently used by the pseudo reformer, and flippantly applied to an increase in wages. The socialist's claim that the only fair return for a day's labor is the amount produced by the worker, is certainly a just one; but under the "wage system" this equitable return becomes an impossibility. For this reason socialism is an uncom-

promising foe of the present industrial methods, and demands a co-operative system of production to replace the "wage system."

3. No personal payment for individual services; and the means by which this is done (money) should be abolished.

The "wage system" depends for its maintenance upon an irresponsible medium of exchange, a substitute for wealth and labor that is not wealth, but legally represents both. If the medium of exchange (money) actually represented wealth or labor, and was responsible, *i. e.*, only acceptable from those who had performed the labor, the exploitation of labor would necessarily cease.

(It is possible that the truth of this assertion regarding wages and money may not be appreciated without further explanation, and the writer hopes to give the proofs in future papers that will take up the subject in detail. If it is a puzzle to the reader, take my advice and "think it out.")

The three propositions given are the fundamental principles of modern socialism, and one that accepts their truth or would apply them to our social life should call himself a socialist.

The differences between the various schools of socialism are but the natural differences that must arise from different plans and methods of creating a system of production on these foundations. Co operation, free land, collective ownership, an equitable division of wealth, etc., are parts and parcels of socialism only so far as they put into active operation any or all of the principles quoted above.

It must be admitted that the founders of this great economic and social reform, the first writers who gave force and emphasis to a practical exemplification of these ideas, such as Marx, Fourier, Rodbertus and others, dealt only with the material aspects of the question and made but little note of the moral principles involved. But of late the religious and moral bearing have become specially prominent. We have a school of the reform founded entirely upon the religious sentiments that these principles express. Christian Socialism has become a prominent factor. Kingsley and Owen founded the school in England, and in this country a very able paper called *The Dawn* is published weekly in Boston, under the control of Rev. H. P. Bliss, assisted by a board of at least twenty clergymen of various evangelical denominations, devoted to this phase of socialism. Christianity certainly has no greater enemy than the economic system of our day. The golden rule has no place in the commercial world. One cannot love his neighbor as himself

when his success in life, the comfort and happiness of his family, depend upon his ability to overreach that neighbor in business affairs. Viewed as a moral reform, socialism becomes practical Christianity; a social system wherein the "golden rule" can be practiced instead of preached; an economic condition wherein an attempt to follow the Sermon on the Mount would not result in individual pauperism, and would give, in practice, what twenty centuries of theory has failed to produce—a Christian Civilization.

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"Old Timers."

An able young candidate for a responsible place upon a railway being disappointed in getting the coveted position, the reason assigned being "his youth," retaliated by remarking: "Now-a-days, a man don't have to be baldheaded to know something."

While the remark was made in a fit of pique, it nevertheless embodies too much of the prevailing sentiment of "now-a-days," or in other words, the present age embodies too much of this sentiment. Age is bowed down to if in antiquity. Age must bow down if antiquated. Such is the decree of modern ethics as declared by the young man who made the above assertion. "Progress, progress!" cries the youth. A sufficient reason for irreverent jostling of age.

Nothing is respected unless dead.

Had Homer lived in the nineteenth century instead of twenty-seven hundred years ago, and had he written in plain English instead of in a dead language, he would not now be quoted so often nor studied so persistently. He wrote of fabulous battles and phenomenal men. Students devour the mythical details of the siege of Troy, the quarrels of Achilles and Agamemnon, the duel of Ajax and Hector, the coming down of gods to the plain, with admiration, and exclaim "Glorious!" because they pertain to antiquity. At the same time, the more wonderful, reliable, heroic and meritorious battles, and deeds of personal prowess of their own century are belittled, if within the memory of their own fathers, because only antiquated. These students could study the movements of a crawfish to advantage. A crawfish makes progress backward, or always looks in the opposite direction from the course he travels.

Soldiers of this class are prone to think, were Charlemagne, Gustavus Adolphus, Bruce, Washington and Wellington alive, they could give them "points." Being relegated to antiquity, they yield them their admiration. The generalship displayed by our officers since 1861 will not compare favorably with that of Washington or the

tactics of summer soldiers in the eyes of the veterans (?) who compose the state militia.

If just from college, they will admit "Webster and Clay orated pretty well for the 'old school' kind, but now you see, they would be old timers." The telephone girl with her varied experience in "cutting in" and royal way of "cutting out" in the middle of some patrons message would call Prof. Reuss, the inventor of telephones, an "old timer." Likewise would Coster and Gutenberg be regarded by the modern devil when printing is considered.

The young operator who knows enough to take a message by "sound," provided the line repairer keeps his instrument adjusted and ungrounded, in speaking of Morse, the inventor of the alphabet, who used paper to read the message from the wire, thinks he was indeed an "old timer;" while Franklin, who could not read the Morse alphabet at all, he admires. But Franklin died 62 years before Morse, and in the electric world, belongs to antiquity, while reading from print is antiquated.

To say a man is an "old timer," with railway men may mean reproach or toleration.

An old engineer who has kept his run for years, and grown gray upon it, is called an "old timer." So, too, a conductor, who has grown gray in the service of one company, is condescendingly called an "old timer." The unfortunate brakeman whose habits have compelled him to circle the globe looking for "stakes," must bear the same uncertain honor. These men are all referred to in a spirit of toleration, pity or contempt, as if crime, imbecility or misfortune was necessarily attached to the crow's feet around the eyes or gray covering to the head, found looking for clear right of way and buffeting the storms of years.

Engineers do not become "old timers" upon one run, unless capable. Conductors do not grow gray in one company's service unless, under repeated tests, they have proved faithful. Yet these men, capable engineers and faithful conductors, who become "old timers" in this way, and as such are entitled to respect, are too often, when the "old time" days arrive, only tolerated by the very representatives of the company whose exacting demands upon their energies made them prematurely "old timers," and often counted no more worthy of consideration than the circulating "stake" raiser who is also an "old timer" of a different class.

Old soldiers, scarred by actual contact with the enemy, are eagerly listened to by the young recruit, while "old timers" on the railway, scarred by the contact of hardships in their calling before so many modern appliances made it less hazard-

ous, are not listened to by the recruit in their calling with much patience or respect. Among engineers, Stephenson and Fulton are idealized because they are dead. Let some "old timer," gray headed and wrinkled, tell his experiences, how he "kept her alive" in a snow bank with a pump, before injectors were known; how he pulled big trains with small engines on sand, before the pop valve outflanked him; how many cords of soft wood went through her; how the tank was replenished from ponds by the syphon, and how much cornstarch, bran or other "stuff" he used to stop leaky flues, when the new country and alkali water natural to it opened them daily, and the young engineer who never saw a pump work, or a valve without a "pop," or a wood burner, or ever used anything but a spout to fill his tank, with no experience requiring cornstarch or bran, will remark, aside: "The 'old timer' is yarning. I'll listen and make him think I believe him, but he's lying awfully, but that's the way with 'old timers.'"

If the old conductor sometimes tells his dude passenger brakeman how, before the "automatic" days, he and his partner used to "hold 'em up" by hand, the dude thinks the "old timer" is trying to see how much he can talk. Sometimes the dude brakeman advises the "old timer" how to work, whereupon a favorite reproof is "I railroaded before you were born." Probably a self-evident fact, and the reason the young fellow takes the liberty to advise.

The "old time" freight man, before self couplers saw the light, accustomed himself to make all kinds of couplings with his fingers, and few "old timers" there be but bear the "trade mark" on one or both hands. When coupling sticks are made compulsory the way they are received denotes the difference between a "modern" and "old timer."

In the Roman Church, no person except a martyr can become a recognized saint until he has been dead fifty years, and not then until after a searching investigation, during which a person called "the devil's advocate" says all he can against the proposed saint. If a saint must be seen through the perspective of fifty years to be appreciated, except they be martyred, in all deference to the modern verdict, "old timers" must accept their fate patiently. Yet, when we read daily of the engineer who "died at his post," or of the conductor who, maimed and in mortal agony, cries "Flag the other train!" or of the brakeman, perishing with cold, but standing by his flag, every one of them martyrs, and only imbued with a desire to save others, we can but think when they become "old timers" or their

class, who during their lives have had "the devil's advocate" tempting and speaking evil of them, without avail, they deserve more consideration than is accorded them. The cry is frequently made, "Give the young man a chance." So, too, say we, of the "old timer;" give him a chance. If the specials and fast runs are religiously detailed to the young, how can any officer say the "old timer" is unequal to handling them? If they are kept on short runs, through no choice of their own, or easy ones, out of consideration for long service, depend upon it, in an emergency, like John Burns at Gettysburg, they can still do yeoman service, and vindicate their effectiveness and be a long way from antiquity.

#### A Broken Celebration.

It was the fortune of the writer to spend the summer of 1881 as superintendent of public instruction in a small country school district about twenty miles down the valley from Boise City, Idaho. The celebration of Independence day on that year, it will be remembered, was clouded by the cowardly assassination of President Garfield on the Saturday before, and the peculiar circumstances which attended the reception of the news in this isolated portion of the nation make the day peculiarly memorable to all who were present. In those days means of communication between the great northwest and the outside world were uncertain, and most of the news came by mail over a stage line which branched off from the Central Pacific at Kelton in northern Utah, and ran north and west through Boise City into Oregon. Railroads were unknown north of the Central and Union Pacific. To be sure a telegraph line had been extended from Winnemucca through Silver City to Boise City, but it was a single wire and was often down for days at a time, adding but little to the news service of the country. Idaho was practically a little world to itself, and the life was in many ways as primitive as can be found in the wildest of mining camps. The valleys of the Boise, Payette and Weiser rivers were occupied by ranchers, who had made of the former, especially, a veritable garden spot, such as can be found in but few places on the globe. The foothills furnished an abundance of splendid range, upon which roamed almost countless herds of cattle, horses and sheep, belonging for the most part to the ranchers in the valleys below, but with no all absorbing bands reaching up into the tens of thousands. Boise City, as the general distributing point of the territory, and the miners who were scattered all through the mountains, but were chiefly to be found in the "Basin" about Idaho

City and at Silver City, furnished a never failing market for all the ranchers could produce at splendid prices, and the country was thus made practically self-sustaining.

At this time the only cities in the Boise Valley of any magnitude were Boise, the capital of the territory, and Middleton, about twenty-five miles further down the river. This last named metropolis was the scene of the celebration mentioned in opening, and perhaps a brief description of its appearance and manifold commercial advantages may not be out of place. With rare foresight the site had been located at the point where Willow Creek debouched from the foothills into the valley proper, thus offering the advantage of higher ground for the ditch which carried the water to run the Middleton Flouring Mill. This was the central commercial enterprise of the city, as it furnished a market for the surplus grain raised in the valley, and was the nucleus for a general trading point. In addition, there were the saloon, blacksmith shop, store and hotel, to be found in all such pioneer business centers, making the grand total of population something like thirty-five. Between the town and the forest of cotton woods that lined the banks of the river, extended about a mile of sagebrush desert, the most productive soil in the world when properly irrigated. While the bleak foothills which the Salmon river mountains extend toward the Snake river and the sand of the river bottom, furnished but little of the picturesque for this location, it was convenient, not only for the inhabitants of the upper and lower Boise but the Payette Valley as well, and that made up for many disadvantages with an eminently practical people who had lived for years with a surfeit of both scenery and climate. To a man accustomed to his daily paper for breakfast every morning, there was some drawback in the fact that a semi weekly stage was the only reliable communication with the outside world, and that the papers thus brought were from a week to ten days old. This, however, was so much of an improvement for the old timers, who had been accustomed to spending months without the luxury of news beyond the happenings of their immediate neighborhood and the gossip of range riders in search of a wandering steer, that they were inclined to congratulations rather than complaint.

Of the many peoples who make up this nation, none are more truly patriotic than those hardy men who have been ever in the front rank of pioneers, the men who have converted a wilderness into the empire of the west. This was true in its full measure of the hardy men who had braved the dangers of a mountain life in the early

sixties to form a nucleus for what is now the prosperous state of Idaho. Many of them had been soldiers on the side of the Lost Cause and had been driven west by the fortunes of war. This seemed to have impaired in no measure their devotion to the "Union of the Fathers," and Independence day was still as dear to them as it had been 30 years before. Hospitable and social by nature, their isolated and lonely life placed them in a position to give a peculiarly warm welcome to any occasion which furnished reason for a general gathering, and to this perhaps may be traced something of the universal satisfaction felt in the celebration of each succeeding Independence Day, and the generous emulation shown by all in those works which contribute to the success of such undertakings. For a number of years it had been the habit of the people of Middleton and vicinity to gather on this day in a grove on the river bank near the town and give up the time to the speech making, feasting, sports, and pleasant communion which make up the typical celebration in such communities, all being rounded up by a grand platform dance, which was expected to keep the young people busy until the morning of the fifth.

So popular had these annual gatherings become that they attracted the ranchers and their families for 25 miles in every direction, and the boys thought nothing of coming in from the ranges 50 miles distant to spend what was, to many of them, the one gala day of the year. For the veterans, one of the most enjoyable features of these occasions was the work of preparation. In a country where generosity was almost prodigality, these celebrations were carried out on what was truly an extensive scale, considering their many limitations. There was no lack of funds with which to provide everything needful for the most elaborate spread, but many of the things thought to be absolutely necessary in the states were out of the question in the mountains. Location, however, did not abridge a single one of the meetings of prominent citizens in which the general desire for a blow-out of more than ordinary dimensions was made known with much eloquence, and the usual resolutions, drawn up in a clerkly hand by the one store-keeper, were adopted without dissent. The full complement of committees on invitation, reception, fire works, speakers, stand and music, refreshments, order of the day, etc., was made out, and, as all the prominent citizens were given place on all of them, there was no reason for insubordination. Then followed the long series of meetings, of the committees as a whole, of the individual committees, of the chairmen, and those mysterious con-

ferences between two or three of the great men on Saturday afternoons, when all the neighborhood was gathered at "the store," conferences to which the unplaced commoners would enviously point with the all-satisfying explanation, "They'r fixin' fer th' Fourth." Occasionally a spirit of condescension would descend upon these magnates and one of the outsiders would be called upon to join the circle and give a little advice, which generally resulted in his going broke at "Dutch Henry's" bar in recognition of the honor. Then there were those carefully guarded surprises, of which the elect hardly dared whisper and which always develop in the glories of sky-rockets, pin wheels and Roman candles, on the night of the day of days.

Not a feature of interest was omitted from the program of the year in question. In fact, an especial effort was put forth to make the celebration for that year one worthy of note in the history of the valley. All the great men had been drafted upon more committees than usual and the accustomed brave show had been maintained upon every occasion. A spacious stand had been erected in the grove near the river and seats provided for the multitude of eager and appreciative listeners who were to be delighted with the speeches of the gentlemen, for whom that stand was set apart. Rude tables had been made under the larger trees to receive the bounteous feast already in preparation, swings were provided, and a platform, with real planed boards in the floor, stood a little to one side to make glad the hearts of the dancers. The fireworks, a special shipment direct from San Francisco, arrived the Saturday before, and, as the weather clerk never takes liberties with the summer in that climate, the overworked committeemen were allowed to close their week without a remnant of cankering care to mar their devotions.

On Sunday the news of the assault upon President Garfield the morning before, came down the valley, but the shock was modified with the intelligence that the wounds were not fatal. At first there was talk of giving up the celebration because of the attempted murder, but all felt that the escape of the President from death was but another reason for rejoicing and that there could be no want of propriety in giving this feeling expression. It was accordingly decided to carry out the program as if nothing had happened.

The Fourth opened bright and clear, giving promise of all the glories of a midsummer day in that favored clime. Early as was the advent of the sun, a crowd of merry-makers were already upon the ground to welcome it. Before the indolent inhabitants of the city were thoroughly

awake to the importance of the occasion, delegations of ranchers began to pour in from the surrounding regions. Among them were the residents of the neighboring Payette valley, who had crossed the 25 miles of intervening mountain and foot hill thus early for the double purpose of avoiding the mid-day heat and of making sure that none of the sport should be missed. The contingent from the lower Boise valley was but little behind them and even the distant "Snake River Bottoms" were well represented. The elder and more sedate brought their wives and children in ordinary wagons, or in the good old-fashioned "thorough braces," the pioneer carriages of the mountains. A few aspired to the dignity of spring wagons, or even carriages, but they were mostly left for the younger men, who must thus do honor to their sweethearts. Not a few of the young ladies were content with the more primitive side saddle, and all such were sure of an escort which was ample recompense for all deficiencies. Their riding, too, while not according to the rules laid down by the schools, was marked by a grace which only comes with perfect mastery of the art, and would have won them admiration in any company. They evidently appreciated the old saying, "A woman is never so charming as when at ease in the saddle," and the attentions showered upon them by a regiment of dashing cavaliers, furnished the last convincing proof. Their costumes may not have been constructed according to the latest fashion plate, but there was sure to be an abundance of color, which recalled to the mind of the spectator passages regarding "barbaric splendor," and which was in such perfect keeping with the wildness of the surrounding scenery and the evident close communion between nature and people as to leave no thought of incongruity.

The spectacular portion of the day's performance opened when the cowboys began to arrive. To slip quietly into town and mingle, unnoticed, with the rapidly growing throng, would be a gross violation of the dramatic instinct, which is the ruling spirit in the breast of nearly every range rider in all the west. It was much more in accord with their ideas of the eternal fitness of things to wait out of sight until enough had gathered to make a show and then sweep down upon the town at the top of their horses' speed, shouting and shooting at every jump, an invading whirlwind of dust and detonation. With their striking costumes, almost Mexican in their brightness of color, their easy and fearless riding, the like of which no other people on earth can show, they made up one of the most picturesque features of the day and certainly did their full

share to keep the program from dragging. With such spirited recruits the place was not long in assuming the airs of an old time celebration, with such additions and amendments as the ingenuity of each new band could suggest and the resources of the store supply. Hard riders were soon scurrying across the surrounding sage brush with bolts of ribbon and long pennants of bright calico tied to their horses' tails, looking for all the world like a band of Indians after looting the wagons of some poor freighter. Then some venturesome spirit essays the same feat with a lighted bunch of fire-crackers hung where they will do the most good, and the contortions of his almost frantic horse show off his skill as a rider to perfection, while the crowd follows the antics of the pair with envy and admiration.

When the first ardor of these youthful celebrants had had time to effervesce and the horses had been given a little breathing space, then came the hour of triumph for the Grand Marshal of the day. The gentleman selected for this high honor had won the title of "Major" under Price in "Old Missouri," and was skilled in the handling of "irregulars." It is doubtful, however, if he was ever called upon to command a more thoroughly insubordinate body than that which faced him upon this particular day. There was the great float, built upon a pair of old log trucks, to which was intrusted the young ladies and girls representing the different states and territories. They were clustered about a great gilded throne, upon which was seated the belle of the valley, a handsome and coquettish brunette, who bore the additional distinction of being the young lady for whom the territory had been named. The honored guests and speakers of the day were conspicuously perched upon the top of a new freight wagon, and they, with the others who preferred wagons to lighter modes of conveyance, gave the master of ceremony but little trouble. It was when he undertook to marshal the lighter hosts that grief became his particular portion. When under the eye of the "Major" these Bedouins were as tractable as the veterans of a dozen campaigns, but no sooner had he arranged them to his liking and galloped back to the head of the column in proud satisfaction than they scattered through the surrounding sage brush and came down the line of the procession like a herd of stampeded deer. There were but few of them who did not have a particular favorite among the charmers on the great float, and the opportunity to make an impression was too good to be lost. Every horse was urged to its utmost endeavor, every throat was strained with a succession of yells more horrible than the wildest

dreams of the wildest Sioux. Every feat of horsemanship known to these past-masters of the art was essayed and accomplished with a dash and grace neither Mexican nor Indian can ever attain; in short, they furnished the procession with an array of outriders whose antics would have made them candidates for the nearest lunatic asylum in a civilized community, but were not without their effect upon the charmers for whom they were attempted. The Major stormed and swore and charged gallantly upon the miscreants, who only fled until they had drawn him into making a full participant in their crimes. Fortunately it was but a short ride or the historian might have had occasion to chronicle a sad end for this choleric old war horse. As soon as the picnic grounds were reached, however, order was at once regained and the crowd settled down to that intellectual feast, without which all gatherings of American citizens are without purpose or result. The platform was speedily crowded with the distinguished visitors, ministers, speakers and last, but by no means least, members of the various committees, to whom was due all honor for the success of the occasion, as the orator of the day neatly put it. After the proprietor of the store had recited the Declaration of Independence with a zeal and elocutionary finish which constantly revealed to the hearers new beauties in that wonderful document, the village choir gave a Wagneresque rendition of America, the chief artistic triumph of the day. The chairman then introduced the substantial of the feast before mentioned by presenting, with feeling eloquence, the orator of the day. This gentleman was no other than a young schoolmaster, who had been advanced to the honor as an encouragement for his oratorical aspirations. The committee having this portion of the program in charge had, with great foresight, secured the attendance of a member of the Territorial Senate, an elderly gentleman, with a gift for extemporaneous speech, who could be relied upon to fill in every vacancy left by a premature collapse of the budding Patrick Henry. It may be said of the young man in question, that he did not fail to mention the heroic struggles of our forefathers, nor did he neglect to draw the evident parallel between their course and that of the pioneers present, who "had so recently pledged their lives to wrest an empire from the wilderness." Just as he was in the midst of an impassioned appeal to the youth of the present to "keep forever bright the virtues of the sturdy builders of our nation," his flight of eloquence was brought to a close, not more abrupt than that of the day's festivities, of which he was the mouthpiece. A courier dashed up to

the rear of the crowd and, taking off his hat with a sweeping gesture, which drew all eyes upon him, announced, in a voice that reached the farthest limits of the grove, "President Garfield is dead. The news reached Boise two hours ago." Never was an assembly more suddenly stripped of every vestige of mirth and rejoicing. Forgetful of the speaker, of the occasion, in fact, of everything save the sorrowful tidings thus brought them, they gathered about the courier in breathless attention, until certain of having heard all the particulars it was possible for him to tell. As if each one in that assembly had learned of the death of a near and dear friend, and the blow had stricken him dumb, they were turning mutely away, when the voice of the Senator was heard calling them once more about the stand. Himself a son of the southland and a soldier in its war, a life-long democrat, and consequently a life-long political enemy of the martyred president, to none of those present did the loss seem to be more personal or direct. Inspired by the occasion, he paid loving tribute to the memory of the departed President, with generous praise for his worth as a man and his services as a statesman and soldier, all expressed in a simple and manly eloquence, which lost nothing from the evident depth of feeling which was moving the speaker. It was an effort of true inspiration such as the writer has never heard equalled. But few such opportunities are offered, and to but few minds is the power given to grasp them in their fullness. It is questionable if any of the many studied orations pronounced over this second martyr of the nation exceeded in touching beauty of expression and feeling eloquence that of this comparatively unknown old man who had only the groves about a mountain hamlet for his theatre, a group of pioneers for his audience, but spoke from the fullness of a sorrowing heart to a sympathy that was of itself an inspiration. The great lesson forced upon the observing mind by such an occasion is, that through all changes and in all places we are at heart one people, and the ties binding us together may be dropped, but never broken.

The day that had opened with so much promise of joyousness had been changed on the moment into one of mourning. After a few hours of saddened communion the gathering broke up, and long before the declining sun had touched the peaks of the Blue Mountains in the distant west, the last were well on their way to their widely separated homes. It was weeks before many of them learned that the report was false, and that the chief they had mourned was still carrying on a brave but hopeless struggle against inevitable death.

## BORROWED.

## Beating a Corporation.

There are few people in the world but what make the boast that they will beat a railroad upon every occasion. Every scheme imaginable will be worked to fool the conductor and secure a free ride. The man who would knock you down if you charged him with larceny will invariably put forth the best efforts of his life trying to steal a ride. There is a feeling existing that to cheat a railroad company out of a dollar or two is a service to the public that everyone will appreciate. Corporations, in their eyes, are robbers, and it is the duty of the traveling public to play even to the very best of their ability. Corporations have no rights which the people are bound to respect. This practice, while seemingly smart, and laughed at by all classes of citizens, is one of the worst and most heinous offenses in the world. While it does not perhaps come in the list of punishable crimes, it is nevertheless heinous, and the laws ought to be so amended as to reach this class of robbers. All that prevents is the fear on the part of legislators that such a law would have a flavor of legislation favorable to corporations. We should disabuse our minds of such prejudice. While to some extent it can be looked on as an attempt to protect railroads, in the main it would protect that class of men whose support comes from the railroads. They are the people who suffer. A conductor's life is one of hardships. He must go into the cars with no other idea than that the people whose tickets or cash fare are to be taken up are thieves and robbers. He must deal with them as though he expected they would "do" the company and be on his guard, and yet he must speak to them in angelic tones or he will be reported as insulting and insolent. He runs a cross fire every time he enters a car. If he should take every man, woman and child for a saint he'd come out short in his train report and would be discharged before he reached his destination. On the other hand, if he intimated to a passenger what his inward thoughts were concerning him, he would be called into headquarters and discharged for disorderly conduct. He is the man upon whom the traveling public have their eyes. He is to them the railroad company, and must be beaten. People never take into consideration that he is only a man in the company's employ, does not own a dollar's worth of stock and that his only interest is to serve his employers and maintain his posi-

tion and serve the traveling public in a genteel manner. The majority of conductors are men of families. Their salaries are all that they have with which to support them. When they are discharged, their occupation is gone, and their families left without means of support. The man who beats the railroad company always beats a conductor out of his living and puts an honest man's name under a cloud. "Conductor John Smith has been discharged for stealing from the company" is the news that is first circulated by the fellows who are on the beat. Several John Smiths we have known have been upright, careful men, doing their duty to the best of their ability. Somebody has worked them for a ride, or somebody has, during the rush of taking up the tickets, fooled them. The matter has been reported to headquarters by the detectives who are on nearly every train. In some instances the man receiving the favors tells someone else and it gets to the ears of the officials. In the majority of cases the man who receives courtesies is the conductor's worst friend. He has a way of telling someone about it, or saying that "Conductor John Smith is all right," which always means that John Smith can be worked. It may be that the man is a special friend, has perhaps done the conductor some favor in a financial way, or otherwise, and has made this a lever to secure a free ride. We know of one instance where a man had loaned a conductor money when he was "in the hole." The conductor was one of the most exacting and careful men on the road. It had been said of him that he would not allow his own grandmother to ride unless she had a ticket. The man worked the lever, and he would seemingly be ungenerous should he decline. He hesitated, and then finally said that it would be all right. He paid the fare himself. But the man told some friends, and "John Smith" was laid off, as the people said, for stealing the company's money.

For the sake of as honest and upright a set of men as live, and the families they have to support, *The Chronicle* asks that they be treated as one would treat a banker, a merchant, or anyone else who is responsible for what he deals out. One would not ask a banker for a donation of the bank's money, nor a clerk for goods that belong to the house. Neither should he ask a conductor for transportation that belongs to the company. —R. R. Conaway, in *Brooklyn Chronicle*.



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### OUR BENEFIT DEPARTMENT.

The wonderful growth that has come to our Mutual Benefit Department during the last eighteen months should be a source of pride and gratification, not only to the gentlemen who have especially worked to that end, but to every member of the Order as well. Among the members there has been a constantly growing disposition to carefully examine into the merits of their own insurance, as compared with all other and similar institutions, and the fact that nearly 2,000 have voluntarily availed themselves of its benefits since the first of the present year, is the best possible evidence of their judgment upon its relative standing. Members have been found who have criticised the Benefit department and who have claimed that they could get better or cheaper insurance elsewhere. Those who have taken the pains to post themselves with regard to the workings of the department will need no argument to convince them of the inaccuracy of both these statements. They realize that no other company can offer to the conductor insurance which possesses so many advantages for himself and family at so slight a comparative cost, as does his own organization. They have followed the benefactions of their Benefit department and know it has already done good enough to entitle it to the warmest friendship of every conductor in the land. It is to the other gentlemen mentioned that this article is particularly addressed, and if they will give thoughtful attention to the points advanced, we hope to be able to convince them of the error of their views. In any event, every member owes it to himself and to his Order to be thoroughly posted upon the workings of an institution with which he is so intimately connected, and, if fair-minded, he will not pretend to criticise adversely without that knowledge. No attempt will be made to detract from the standing of any other company, simply a comparison made

as to the advantages they offer a conductor over those to be found in his own organization. Nothing will be stated that is not substantiated by the published reports of the various companies considered, and upon them we are very well content to rest our case, feeling assured that only a plain statement of the facts will be needed to convince any brother that his duty and greatest benefit lie in the same direction.

For the purposes of this argument the duty of every man to provide for those dependent upon his exertions, and the value of life insurance as furnishing such provision, may be taken for granted. When determining the next great question, where he will insure, the brother will do well to bear in mind that his Mutual Benefit Department offers him as generous a measure of protection as is consistent with the general good. Within the limits found necessary, by long experience, to keep the membership upon an equal footing, all are gladly welcomed. There are no arbitrary rules by which a member may be cut off, through temporary misfortune, from the benefits accruing from past payments, the return to membership being always open and easy to any brother in good standing. Benefits are always paid in full and as speedily as is consistent with a thorough and just adjudication of the claims made. Herein is to be found one of the great advantages attaching to such a membership. In case of death or disability, the beneficiary is not compelled to enter into a contest with a company having a money interest in defeating a claim or in delaying payment to the extreme limit, too often at the end of an expensive and tedious law suit. Here the payment is in the hands of a set of men, or their agents, who are banded together for mutual protection and not for the purpose of making money. Here the misfortunes of a brother and the needs of his dear ones, appeal to brothers in fact who

are alone concerned in filling every office of comfort and sympathy. The advantages arising from this fact will at once appeal to the best judgment of every reader.

In the points thus mentioned, every one of which is well worthy of thoughtful consideration, it will perhaps be conceded that our department is equal to, if not better than, the best. But men who follow the hazardous life of the railroader have hardly performed their full duty in simply providing against death. Every hour of service brings them face to face with the possibility of an accident that may result in their total disability, in robbing their family forever of its breadwinner, and at the same time adding the care and support of an invalid. Provision against such a contingency is no less urgent than that against death, and it is in this provision that the Conductor's Mutual Benefit Department offers advantages no other company can duplicate. Of all the long list of "Mutual" companies in this country, none but those composed exclusively of railroad men and with interests parallel with our own, attempt to pay full disability benefits. The advantage of this double protection will be especially evident to all who are conversant with the hazards of railroad life, and it alone should be sufficient to turn the scale with every brother in favor of his own company. It will also be wise to remember that all the "accident" companies classify their risks, and the conductor will be called upon to pay a much heavier premium by them than his neighbor, whose life is not so beset with dangers.

The cost of collecting and distributing insurance funds is an item not to be overlooked in a general comparison of organizations, and here again the conductors will be found to be among the most highly favored. In this connection, a few facts and figures from the reports made by a number of mutual organizations, may not be without value as a means of comparison. In 1892 it cost the Equitable Aid Union \$36,944 to pay losses amounting to \$914,424; the Fidelity Protective Union paid \$10,092 of expenses and only \$5,626 of losses; the Fraternal Mystic Circle reported \$43,656 as the expense of management, and \$128,994 as the losses paid; Order of the Golden Chain, expenses, \$15,520, losses, \$214,384; United Order of the Golden Cross, expenses, \$15,935, losses, \$327,431; Improved Order of Heptasophs, expenses, \$25,925, losses, \$160,000; Home Circle, expenses, \$12,400, losses, \$132,000; Independent Order of Foresters, expenses, \$83,364, losses, \$347,803; Knights of Honor, expenses, \$73,434, losses, \$4,283,291; Knights of Macca-bees, expenses, \$69,759, losses, \$294,414; Knights

of Pythias, expenses, \$26,343, losses, \$897,000; Modern Woodmen of America, expenses, \$253,833 losses, \$695,000; National Provident Union, expenses, \$9,961, losses, \$167,000; National Union, expenses, \$40,600, losses, \$745,000; United Order of Pilgrim Fathers, expenses, \$18,106, losses, \$223,000; Woodmen of the World, expenses, \$62,176, losses, \$81,267. The same result, practically, is shown by the report of the Ancient Order of United Workmen for the same year. The Illinois Grand Lodge had \$20,944 of expense against \$477,000 of loss; Indiana, \$9,337 expense and \$83,750 loss; Iowa, \$15,036 expense and \$98,293 loss; Missouri, \$33,431 expense and \$642,259 of loss; Nebraska, \$16,212 expense and \$80,000 loss, these figures making an average showing for the order. Let the doubting conductor make a careful study of these figures and then compare each one with the \$9,591 it cost his order to pay out \$239,870 of insurance, and he will then begin to appreciate the economy with which his business is being managed, and will be furnished with one of the chief reasons for his cheap insurance. It is well known that the expense of disbursing large sums of money grows proportionately smaller with the increase of the amount handled, and this fact makes the showing made by our Department all the brighter when compared with that of some of the greater concerns. The conductor will also do well to remember, in this connection, that all of the money paid in goes for benefits, save the actual expenses. Under the new law, which went into effect July 1, 1891, the membership fees bid fair to cover all the expenses, leaving the assessments to be paid out for losses exclusively. Perhaps no better statement of the relative ratio of expense can be found than the following, which is reproduced from the last report of Hon. L. G. Powers, commissioner of labor statistics for Minnesota:

This ratio of expense for the conductors is one-eleventh of the corresponding ratio of the Travelers' Accident Insurance for ten years. The conductors, in collecting and disbursing \$145,000 for insurance in 1890, paid out, for costs of management for the same, \$7,678.70. To have collected and disbursed the same sum for insurance purposes would have required, on the margin of expense shown by the Travelers' for ten years, over \$173,000. This is \$165,000 in excess of the amounts employed by the conductors for that purpose. This excess is sufficient to have paid all the costs of administering the general and insurance business of the order several times over. The fact is that the order could spend nearly six times its present sums paid for expense and still secure its insurance cheaper than by purchasing its accident benefits of this or any other corporation for selling accident insurance.

The ratio here given for 1890 has been more than retained, as will be seen by reference to the

figures already given. If anything more were needed, this last should satisfy the most exacting that nothing in the way of careful and economic management was to be gained by going out of the order to secure insurance. The Department also makes a most creditable showing in the matter of total cost of insurance, when compared with some of the organizations before considered. At the close of 1892 The Conductors' Mutual Benefit Department had \$22,437,000 of insurance in force. This cannot be taken as an exact basis upon which to figure the cost for the year, as \$7,782,000 of it had been written during that time, and few, if any, of the number included were called upon to pay all of the assessments. The reports of the other companies are made out in the same way, however, so these figures will be found perfectly fair for all the purposes of comparison. Upon the basis given, the Department paid a total of \$10.60 for each \$1,000 of insurance in force. On the same basis the Catholic Knights paid \$15.15; the Ancient Order of Foresters, \$28.50; Knights of Honor, Supreme Lodge, \$18.07; Knights of Pythias, \$14.26. In many of the states the A. O. U. W. paid more than the Conductors, as for instance, California, \$15.07; Illinois, \$12.26; Indiana, \$11.06; Kentucky, \$22.13; Ohio, \$22.50; and Tennessee, \$19.27. Many of the states fell below the figures given, but the average would more than destroy the advantage thus gained.

The hazard attached to railroad work leads most insurance companies to the impost of a heavy penalty upon all so employed who seek insurance. From this it would naturally be inferred that in an order such as our own, composed of men in active service, the death rate would be overwhelmingly large, but here again the figures make a showing that will surprise all who have not heretofore investigated the subject. The growth of the Order during 1892 was too rapid to give an absolute basis, but computing on the average membership for the year ending last December, the death rate was only 11.98 per thousand. The reports for the A. O. U. W. in the United States show a death loss of 11.37 for the same year but .61 below, while many of the similar orders reporting go above that figure. For example, the Royal Templars of Temperance has a death rate of 15.80; the Order of United Friends, 14.70; Templars of Liberty, 13.10; National Provident Union, 12.50; Order of Scottish Clans, 12.60; Knights of Pythias, 13.90; Knights of Honor, 17.30; Ancient Order of Foresters, 25.90; Equitable Aid Union, 15.40; Catholic Knights of America, 14.80; American Legion of Honor, 16.40; besides many others

that exceed the limit given. From this it will be seen that the extra hazard which attaches to the railroad man does not bear down with great severity upon the holders of insurance in this order. In addition, it must be remembered that 20 per cent of all the claims going to make up the Conductors' death loss were paid for disability, and not death. This would make the showing just so much better for the order in this particular, though it would make no difference in the cost.

We have now shown that our insurance is generous in amount, speedy and certain in payment, and liberal in restrictions imposed upon unfortunate members. It offers not only the death payment, but in case of total disability, it furnishes the brother with the full amount of his insurance as a warrant against want in his helplessness. No other company can make a better showing in the matter of economical administration, the total cost of insurance is extremely low and the death rate less than many of the companies whose membership is almost exclusively made up of men in the ordinary avocations of life. Again, we would call upon every brother to give this showing by his own company thoughtful consideration.

#### Returning to First Principles.

*The Coming Nation*, a comparatively new publication, devoted exclusively to a solution of the great problems of the hour, and with neither space nor inclination for anything less important than "nation saving," proposes the following one-plank platform as an instantaneous cure for all the political and economic ills to which this government is heir:

Can all the reform forces be united on a platform in 1896? The necessity for such a course is imperative, and I believe it can be done and done in such a way that it will bring millions out of the old parties to its support. It can be done on a single plank that no man, no matter what his party, who believes in a rule by the people, can object to.

Let the platform read something like this:

"We demand that *all* laws shall be submitted to the people who are to be governed by them for approval or rejection, and that on petition of a certain percentage of the voters, they may propose a law and the legislators must submit it to the people at the next election."

On that all parties can unite. If the silver men want that metal remonetized, the proper petition will force congress to submit it, and it cannot be juggled with by a packed committee. If a majority of people desire free coinage, why, a majority should rule, and will rule. \* \* \*

No man who believes in a republican form of government, one of, by and for the people, can offer any valid objection. To oppose it will be to deny the right of the people to rule, and the

party that dares to take that position will be snowed under.

The people could veto the thousand steals that are lobbied through congresses, legislatures and town councils. It would make no difference to the people whether the officers were democrats or republicans then, for they would only be carrying into effect the laws approved by all the people affected by that law.

There could be no heart burnings because a minority, and often a majority, could get no hearing. It will take all questions out of politics and place them before the people on their merits. There is no use for a finance, transportation, land, or any other question in a platform on which to divide the people. None of them can or should be enacted into law until a majority of the country decree it, and with "Direct Legislation" they can accomplish this whenever the majority so decide. Under present methods a minority can suppress a majority often.

Let us lay aside all other questions, so far as platforms are concerned, and concentrate all efforts to making the laws direct, without the intervention of politicians and lobbies.

Populists, prohibitionists, eight-hour men, socialists, protectionists, free-traders, democrats and republicans can see in this an equal freedom, and majority rule, and dare not fight it without putting themselves outside the pale of republican institutions.

What say the press?

There can be no question of the absolute democracy of this proposition, using the word, "democracy," in its general sense. Theoretically, that country in which all the people pass upon all the measures affecting their interests, is democratic in essence and perhaps, ideal. With a country restricted in size and homogeneous in population, such a plan might meet the purpose of its author. With a nation like our own of magnificent area and comprising 65,000,000 of people, representing every nationality under the sun, its practical application becomes impossible. Even if the measures were to be divided and only those of vital importance presented for the general suffrage, the voters would still be obliged to give up their time to matters of government, the country would be disturbed and every business interest imperiled by frequent elections, and, above all, the elective franchise would become debased through these frequent appeals until it would become nothing more than an expression from the men who are always content to make politics their business. There are a thousand objections such as would be found in the impossibility of adjusting conflicting interests, delays where immediate action was imperative, endless confusion, greatly increased expense, etc., any one of which would negative the proposition. In fact, its practical application is so obviously impossible as to give rise to the suspicion that the author must have been in a jocular mood and in-

clined to ascertain just how far his adherents would follow him, no matter what the vagary advanced. The level-headed voters of the country will remain very well content to trust governmental matters to their delegates, selected for that purpose, and will find their most complete relief in measures tending to assure the selection of thoroughly honest and capable men for such delegates, men who can be relied upon to represent their constituency, no matter what the pressure brought to bear by opposing interests. The tendency of the best thought of the country will continue to be toward a decrease rather than an increase in the number of elections, and such writers as the one in question will find but little support outside the ranks of those who make "practical" politics their chief calling.

One of the greatest obstacles with which inventive genius has always been obliged to contend has been the difficulty in securing capital sufficient to place any particular invention before the people. This has been especially true during the past ten years. If the article in question is really worthy, money can always be found to manufacture and sell it, but on conditions which leave the inventor but little, if anything, out of the profits. In many instances this greed of capital has even robbed the inventor of the honor of his invention, to say nothing of the proceeds arising from its sale. The full measure of damage done the industries of the country, in the way of stifling the constructive powers of men, who could not be content to work for the enrichment of others, will never be known, but it would probably offset all that has been gained through the workings of a system which has drained every resource of genius for the benefit of capital. Fortunately, the matter is beginning to attract the attention of thinking men, and a number of schemes are being proposed to do away this great injustice. One of the most practical of these schemes recently made public is that of the *New York Tribune*. This enterprising paper offers to give the poor inventor free use of its advertising columns for the purpose of bringing the merits of his invention fully and fairly before the public. The management argues that, out of its thousands of readers, some man can be found who will be willing to place each really valuable discovery thus shown upon its feet and give the discoverer an equitable share in the profits. It certainly is a generous offer, as, whatever the outcome, the experiment costs the poor man nothing. There are a great many inventors among railroad men, and they will find it well worth their while to send for a copy of the *New York Tribune*, giving the particulars of this plan.

## The Wise Policy.

Among the many pronounced changes made in railroad management during the past 10 years, one of the most fruitful has been the adoption of a generous policy toward employes as a whole. Not all managers have, as yet, awakened to the wisdom of the policy, and a few appreciated it from the first. The present tendency is to make a majority out of that few. The really thoughtful and progressive among the body of men to whom is given the control of these great corporations were not long in coming to an appreciation of the value of an interested and friendly service from every employé. To secure this, it was necessary to treat the deserving as men and friends, and not merely as machines, and it is a significant fact that no man, who has ever adopted the generous policy honestly and fully, has ever found occasion to return to the old methods. Last month we found occasion to call attention to the liberality of the Burlington, Cedar Rapids & Northern in providing transportation for all worthy employes who might wish to visit the World's Fair. This road has always had an enviable name for kindly treatment of its men, and no road in the country has been better served. If the daily papers are to be believed, the Erie is joining in the movement, the following exceedingly liberal order having recently been published as coming from its general management:

The Erie company proposes to transport employes and members of their immediate families dependent upon them for support, to the World's Fair at Chicago, free. The number of passes to be issued will be limited to bring them within the coach accommodations of regular trains. Applications for passes must be made to the superintendent, or head of department, who will grant leave freely as the exigencies of the service will permit. All passes furnished will be subject to the following conditions:

None will be honored on trains Nos. 5 and 8.

Only employes who have been three months in the employ of the company, previous to the issuance of this order, will be granted passes.

Each pass will be limited to fifteen days.

No employé will be entitled to more than one trip to Chicago.

These passes will not entitle the holder to sleeping or parlor car accommodations, but those requiring them can secure them at reduced rates from the general superintendent.

The men employed by the Erie will not fail to appreciate such generosity at its true worth, and the company will find its reward in the kindly feeling thus created and in the better service sure to follow. No corporation can afford to be on other than friendly terms with its employes, and the one most firmly founded in this way will always be best able to withstand adversity.

## The Grade Crossing.

One of the gravest questions with which the railroads centering in Chicago have to deal is that of grade crossings. Most writers, in treating upon that subject seem to be firmly fixed in the faith that the railroads, and the men who have them in charge, would rather continue the destruction of life and limb attendant upon the present system than pay out the money necessary for additional safeguards. Nothing could be further from the truth, and a little consideration should teach these gentlemen of their error. Railroad men are human, and the fact of their having large interests in charge detracts nothing from their feelings of common humanity. Even if they did delight in this slaughter, as some have more than hinted, there would still be left motives of policy and interest sufficient to incline them strongly toward some system of reform. Many have taken the elevation of the roads as a complete solution of the question, but the thoughtful, practical man will at once see many difficulties in the way of adopting this plan, aside from the enormous cost it would entail. Bridges and elevators would have to be changed, and it is a question whether new dangers would not be introduced fully as great as those now to be remedied. Private capital recently opened a roadway under the tracks of the Chicago & Northwestern, and this experiment bids fair to carry some weight in the solution of the problem under consideration. In this connection the following brief description of the "subway," as given by *The Railway Age*, may be found of interest:

There has just been finished and opened to the public an admirably designed subway under the Galena division of the Chicago & Northwestern railway tracks at Sacramento avenue, in Chicago. From Western avenue to Kedzie avenue, a distance of about a mile, there is no crossing from the Chicago & Northwestern tracks, and the position of the Griffin Car Wheel & Foundry Company's plant in the triangular piece of ground between the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul tracks west of Western avenue made it necessary for the Griffin company to do all its teaming via Kedzie avenue, making a haul of one mile to a mile and a quarter. In order to get a quick outlet and also to benefit other manufacturers in that immediate district, the subway shown in the engravings accompanying this article was constructed.

To accommodate this subway the Chicago & Northwestern railway raised its tracks sixteen inches at this point. From the roadway to the bottom of the I beams supporting the floor system is 12 feet. From the engravings it will be seen that the flooring is supported on 18 masonry piers capped by the same number of lattice posts 12 inches by 12 inches, and 7 feet 6 inches high. From the sectional view showing the detail of the

posts and of the longitudinal plate girders, it will be seen that the main floor system over the roadway is laid with 15 inch steel I beams (80 pounds), 22 feet long, and over the sidewalk with 10-inch I beams, 8 feet 10 inches long. A solid concrete flooring is laid between these beams; and the tracks of the Chicago & Northwestern main line, Galena division, and a portion of the yard tracks at Sacramento avenue, lie directly upon these beams. The smaller beams over the short span were used in order to accommodate the deeper ties necessary for the portion of the pneumatic switches which are to be laid at this point. The approach from either direction is 20 feet wide, leaving 21 feet 6 inches on each side for vehicles and sidewalk. Under the right of way of the Chicago & Northwestern road, the subway is 32 feet in the clear, leaving 6-foot walks on either side, which are approached by stairways at each entrance to the subway. There is thrown over the approaches near these stairways, for the purpose of accommodating vehicles that wish to reach the buildings on either side of the street, an 18-foot bridge made of 8 inch steel I beams.

In order to take care of the surface water which may collect in the subway, a system of drainage is put in which leads to two catch basins at the south end of the subway. These catch basins are connected direct to a well placed under the Chicago & Northwestern property. Above this well is placed a No. 2 rotary pump, manufactured by the Morris Machine Works of Baldwinville, N. Y., operated by a pneumatic rotary motor, manufactured by the J. T. Case Engine Company of New Britain, Conn. The power for operating this motor is supplied by the Chicago & Northwestern company from its compressed air mains, which supply the pneumatic switches. The well is attended to every day by the repair men of the railway company.

This is but one of the many ways devised to obviate the dangers of a grade crossing, and it may not prove to be the best. The Northwestern took a step in the same direction during the last of July by offering to keep an able bodied watchman at each crossing if the city would confer police powers upon the men. This was at once agreed to, and the force thus provided may be expected to cut down the accident list very largely. The question is too great to be lightly disposed of. It should be, and is being, considered by some of the best practical minds in the country, and like all the other difficult problems that have embarrassed railroad men since the days of the first rail, it will finally be solved to the satisfaction of all. In the mean time let the people remember the magnitude of the interests at stake, the dangers of ill-digested experiment, and be content to exercise an unusual amount of caution when within the reach of the danger until the proper safeguard may be found.

In the relations of employer and employé there is a mutual responsibility which is too often overlooked by both of the parties directly in interest.

The fact of employment carries with it responsibilities toward the men whose labor makes the success of the employer possible. Only the man of short sight who is absorbed in present profits with no thought for the future will fail to perform his full duty toward every one of his men. On the other hand, too many of those men are prone to keep in mind their employers duties and violations thereof, and forget that they are under obligations equally binding. The employer who is never content with fair service and fair remuneration, who fails to appreciate the efforts of his men to advance and protect his interests, and who makes it a point never to see anything that does not furnish ground for punishment or censure, may rest assured of receiving the least possible return for his money, and of doing business on a basis of constant turmoil and disaffection. The employé who does just as little as he possibly can to fill in his hours, who is in haste to slight a job whenever it can be done without discovery, who is content with his present efficiency and had rather spend his spare time in declamation against the oppression of capital than in endeavoring to fit himself for the performance of higher duties, may confidently look forward to a life of disappointments. We would be the last to advise any man to submit to oppression. Every man owes it to his own manhood to stand firmly for his rights at whatever cost, but it does not follow of necessity that he should spend his days looking for trouble. Don't regard a man as your natural enemy simply because he happens to rank you in official position. Remember that this is a world of change and, as the man in command to-day was an inferior yesterday, so may you be advanced, if found thoroughly fitted for the performance of the new duties thus entailed. Give your employers not only hand but brain service. Be on the alert to conserve their interests as though they were your own. Lose no opportunity to thoroughly master every intricacy of your particular branch of their business, and then broaden your mind and extend your information to the end that opportunity may not find you wanting. The time of the machine man has passed and the time of the progressive man has come. Success may not keep full pace with your desires, but be content with the assurance that it must come in the end to those who are on guard and ready.

#### Conservative Protection.

If one may judge from expressions contained in its official organ, the Train Dispatchers' Association of America is not meeting with very flattering success in carrying out its policy of "conservative pro-

tection." Many of the members have failed to pay even the small amount of their annual dues, and such are appealed to as follows: "The association is in debt because it has depended on your faithful observance of your obligations to it. You have received its benefits during the year. Let it not be said that you have accepted them without return. Repay it. It needs your help. You need it."

On the whole the appeal is a stirring one. When it is considered that the annual dues amount to but \$3, it would appear as though the "benefits" spoken of are not very highly appreciated by some. Complaint is also made that the association has not received the recognition and encouragement from railway managers, which its aims and purposes, as expressed in the circular addressed to them, entitle it to receive. The circular referred to is rather a long-winded affair. Through it, the association takes railway managers into its confidence, assures them that the dispatchers are a harmless set of people, and appeals to their sense of justice to remedy grievances which may be brought to their notice. After submitting certain questions to the managers, to which answers are requested to be sent to the secretary of the association, the circular winds up as follows: "We desire to go before our members with the assurance, which you alone can make effective, that whatever grievance your dispatchers may have, whatever injustice they may think they suffer, will, when submitted to you, receive careful and patient consideration, and, when well founded, will receive substantial adjustment and redress."

Yet this touching appeal failed to soften the stony hearts of the railway managers. The dispatchers' bill of complaint recites that "But ten railway managers replied to it. Of the ten, nine on the whole approved. One declined to discuss it at all." The complaint goes on to say that "We confess our inability to understand this indifference. Probably there are good reasons for it, but they are not apparent."

If it is not out of place, I might suggest to the person who prepared that bill of complaint that the policy of "conservative protection," to which the dispatchers' association is committed, is sufficient reason for the display of indifference complained of. The policy of "conservative protection" adopted by the dispatchers, is not a good one for an association which makes any pretension to secure the adjustment of grievances. It has often been tried, and, as often, found wanting. There is no reason why the experience of the dispatchers in this direction should be any different from that of other organizations. It would indeed be cause for hearty congratulation

if the differences which arise between employers and employes might be equitably adjusted by the force of moral suasion alone; but all the facts are against the moral suasion theory. It has been proved time and again that moral suasion cuts no figure in the settlement of labor difficulties, and especially are railway managers not much influenced by it. The T. D. A. of A. should either drop its pretense of affording protection to its members, or change its methods of protecting them. At present, its ideas are not compatible.

B.

The sensation of the past month among all the railroad organizations of the country has been the impeachment of D. G. Ramsay, Grand Chief, A. D. Thurston, editor, and G. C. Flegel, grand executive committeeman for the Order of Railway Telegraphers. Late in July the Omaha Division, the strongest in membership and means of that order, formulated an indictment against these officers, specifying thirty-six separate violations of the law and of the trust reposed in them. This list of high crimes and misdemeanors included almost every form of malfeasance in office and personal immorality, and the proof of almost any one of them would give full warrant for the impeachment and disgrace of the accused. As Ramsay is the official head of the order it was natural that most of the accusations should be directed toward him, and he will be the chief sufferer in case of conviction. The press of the entire country at once took up the charges and gave them national circulation. From the very first the comment made gave evidence that, unless this scandal was at once fully and fairly sifted to the bottom, it would become a reproach under which no organization could hope to live. The members and officers of the Order of Railway Telegraphers owe it to themselves and their order to investigate these charges, and that in a way leaving no possible suspicion of whitewash. Even if a special convention of their grand body should be found necessary this stain should be wiped from the record of the order. If, after a free and fair trial, the charges should be found to be true, the accused should be punished to the full measure of their crime, and no outside considerations or pleas, however specious, can be allowed to stand between them and that punishment without working great harm to the order. If, on the other hand, the charges should prove to be without foundation, the men who are responsible for this assault upon their officers should be punished to the extreme limit of the law they have outraged. Considerable has been said connecting the names of the officers of this Order with the affair. They have had no connection with it other than to give truthful answers to direct questions and these answers could have been secured from the columns of THE RAILWAY CONDUCTOR for October 1892.



### "The Greatest Thing in the World."

That is what Professor "Drummond" says of "Love," and most truly is it said. Do you doubt it? Look about for an answer. People may argue that "money brings happiness," people may argue that "the poor are happiest," but life proves that those who "love are the happy ones of earth."

Not that sentimental thing miscalled love, that selfish infatuation that breaks up homes, and causes suicides and murder. O, no; that is not worthy the name of love,—that is insanity. But true sisterly, brotherly, God-like love is the only insurance for happiness ever given to humanity.

Many who have doubted the wisdom of the "Ten Commandments" have found it were better to have followed them after all. Yet the one great commandment that embodies all the rest is practiced least of all, namely: to "love thy neighbor as thyself." That would require something more than restraining the raised hand, when in anger, than withholding the malicious story that rises to the lips about one's neighbor or taking of his goods to enrich one's stores. It means a very great deal more than that: it means growing a spirit within that would make such things out of question by destroying the desire which gives them birth.

There would be no need of so-called charity if we possessed love, for it would do all charity can do and more wisely too, nor could it stop there. Love, "universal love," would bring heaven right here. We would have no need to talk of a heaven beyond. If we "loved our neighbor as ourself" how differently the story of our lives would read to those "who in their turn shall follow us." The motto "competition is the life of trade" has had its day. To "seek another's good and not thine own," would prove a safer and surer road to success even now.

The employer who loves his employé, the one who makes their interests his, is the one most sure to succeed in the near future. The employé who loves his employer and makes his interests an object worthy of his dutiful attention, who loves his fellow workmen well enough to prove a peace-maker among them, is the one who bids fair to become an employer ere long himself.

Nor is this true of the "business" life alone. Mention the names of those whose deeds have made them known and cherished, they have known this blessed spirit.

The politician, the minister, the writer, the speaker, the leader, anywhere, everywhere, those who are "dead yet speaketh," and what do they speak? Love, always love.

What was it immortalized the name of Abraham Lincoln? Was it wealth? Was it intellect? Was it personal charms? He may have possessed all these, yet it would not have been any of these that made him worthy the glory that is shed around his sacred name to-day. Would you be a successful man or woman in any position in life, love. Love not only a few, but many. Love all. I repeat it, love all.

Has some one transgressed, love him. He will need all the love he can get, for "the way of the transgressor" is always "hard." Has some one sought to injure you, love him. He may not want your love, but love him just the same, and ere long your would be enemy will be your loving friend. Some one says, "But I do not want them for my friends." Oh, but love would transform them. They would not be the same persons at all; they would be in the image and likeness of God.

It is selfishness that makes us hate. A much more sensible selfishness would make us love. After all, it is not so hard a thing to do. It just means forgetting one's own selfish desires and dwelling on the good of others. Sorrow would

lose its sting, sin its remorse, and untold happiness be ours, if we only loved more and thought more of the happiness of others, and less about our own personal grievances. Only one thing can help us to do this, and that is "the greatest thing in all the world," love.

MRS. N. D. HAHN.

DENISON, Texas, July 4, 1893.

*Editor Ladies' Department.*

I think it is quite time Turner Division, No. 28, was heard from. You must not think because we have nothing to say we don't exist. Oh, no. The fact is, we are so busy making our division a success that we forget to tell you what a thrifty condition we are in. We have 18 interested members, all good workers, with a prospect of more in the near future.

The conductors' wives (not their husbands) got up a ball and banquet here last Dec., and cleared \$70. With the money thus obtained, the Auxiliary was organized the 22d of February. We paid all of our own expenses, although our O. R. C. brothers were very kind in offering to do anything they could to help us out.

We elected our delegate, but concluded, as we were a young order, we wouldn't send one.

I must brag just a little bit on our president, Mrs. C. S. Williams. She is the right woman in the right place, and every meeting day finds her there on time. Our attendance is good for the number of members. Once a month we have a lap banquet, consisting of cake and fruit provided by a committee of three. The banquet is served at recess, and everybody enjoys it very much, as it makes them feel more like business afterward. I would like to have some of our sister lodges try it and let us know through the CONDUCTOR if it doesn't promote sociability. A different committee is appointed each time, so it is very little trouble. Some members will come to get something to eat if nothing more, and while they are there you can get them more interested in the work. There are lukewarm members in the auxiliaries the same as in the churches, and they need a vigorous stirring up every little while.

With best wishes for the future prosperity of all sister lodges, I am

Yours in T. F.,

Mrs. C. Y. B.  
Cor. Sec.

TOLEDO, Ohio, July 15, 1893.

*Editor Ladies' Department:*

Banner Division No. 6 elected a corresponding secretary sometime since, I am sure, but as nothing

from her pen has appeared in THE CONDUCTOR, the impression is gaining ground here that she must regard silence as essentially golden.

Our division still carries the banner as proudly as ever. At our last meeting we numbered thirty-five, not counting the goat. Feeling socially inclined, we concluded to have a picnic and invite our husbands and children. We decided on Monroe, Mich., as our choice of place, and set an early date, Tuesday, July 11th, for our excursion. We chartered the steamer Messenger, and at 8:30 a. m., on the day appointed, we were on deck, each one with the avowed intention of crowding the most enjoyment into one day. The day was lovely. Nothing more beautiful could be desired, and the Messenger never carried a jollier load than this, over the blue waters of Lake Erie. Many of our friends came down to the pier to see us off. We attributed their woe-begone expression to the fact that they were not railroad men and women and consequently were debarred this pleasure.

As the boat steamed down the river the band struck up "Annie Rooney." Bros. Purrett, Loot, Wright and McIntyre came in strong on the chorus. The other Brothers not having any voice for music, could only listen and admire.

Truly music is a great gift, and our Brothers possess it to an alarming degree. About 11:30 we neared the Michigan shores. Here we found a beautiful grove, where tables were a fixture. There were also hammocks and swings, but they did not cut any figure; we gave our undivided attention to the tables. Soon they were groaning under the good things we had provided for them. When the call for dinner went up all were ready to answer, present, and as the one hundred and twenty-five appetites gathered around the table, we wondered where our supper was coming from. But like the parable of old, there was enough of the fragments and to spare, and none went away hungry. After dinner we turned our attention to the attractions of the place. Several of the conductors and their wives had provided themselves with bathing suits and proceeded to enjoy themselves in that way.

But the children—never did the little ones have such a nice time. They could wade out at least forty rods without the least danger. Shoes and stockings came off in a hurry, trousers were rolled up, skirts were pinned up, and they went in for a good time in general. Such laughing and splashing, it did one good to see them. So the afternoon was spent in the enjoyment of every one.

The boat whistled for us at 5 p. m., and we began our homeward trip. Out in the lake the waves ran high, but not higher than the merriment.

ment on board. All pleasant days must come to an end, alas, and so did our day's outing. At 7:30 we sailed up the muddy Maumee to the music of "Home, Sweet Home."

As we bid one another good night, and boarded a homeward car, we all felt another link had been forged in the chain which binds us together in true friendship. MRS. J. POWERS, Sec.

TACOMA, Wash., June 9, 1893.

*Editor Ladies' Department:*

For some time the wives of the members of the O. R. C. in Tacoma have recognized the benefit which would accrue to them and their families if an Auxiliary to that Order should be organized. Mainly through the efforts of Mrs. Millican, Mrs. Palmer, of Spokane, was sent to establish a Division here.

Although our Division was only established in the middle of April, it has fourteen members, out of a possible twenty. There was considerable controversy over the question of selecting a suitable name for our Division. Mt. Tacoma was finally singled out from several proposed names as being the most appropriate. In this name we sought to do homage to our grand and beautiful mountain, of which everyone knows we are very proud.

We are especially fortunate in the selection of our President and Vice President, Mrs. Millican and Mrs. Cranson filling each chair respectively.

After organizing the lodge here, three of our number accompanied Mrs. Palmer to Ellensburg, Wash., where a Division was organized.

Yours in T. F.,

MRS. H. BEALS,  
Cor. Sec.

ANDREWS, Ind., July 24, 1893.

*Editor Ladies' Department:*

Our motto, True Friendship, how suggestive! Bound together in the strongest bonds of love and affection, may we be led to submit to its gentle and wise government. Our order—the Auxiliary; may it indeed be of the leaven which shall finally leaven the whole lump, the salt which hath not lost its savor.

We should all of us strive to use our Auxiliary as a stepping stone to higher and better things, the foundation, in fact, for a fair and substantial structure, and thus make it the means of this weary old world of ours being made *some* brighter and better for its existence.

Faithfully in T. F.,

CORA S. BOALS,  
Cor. Sec.

Only Sowing Wild Oats.

MRS. C. Y. SMITH, POCATELLO, IDAHO.

"Only sowing wild oats," the young man said,  
As his loving mother earnestly plead,  
He pushed her aside—the fumes of his breath  
Passed into her face and whispered of death.  
"Come back, my dear boy, be a child once more,  
And kneel at my side as in days before;  
Thou hast need of mother, and need of prayer,"  
But her words were lost in the chill night air.

The boy of her love had passed out of sight—  
From the light of home into darksome night.  
"O! mothers are weak!" he said with a laugh,  
As the poisoned cup he drained at one quaff.  
"They seem to forget that boys must be men,  
And will take a glass or two now and then.  
That mother of mine on her big boy dotes,  
But she'll find he must sow a few wild oats."

"Only sowing wild oats!" Ah, me! Ah, me!  
What did the harvest at last prove to be?  
But a few years had passed e'er homeward came  
The stumbling form of a man but in name.  
The wreck of a manhood looking for light—  
The light of home in a dark, dreary night.  
With a trembling voice he was heard to say,  
"I'm a wandering boy—I have lost my way."

"I have need of mother and need of prayer,"  
But his words were lost in the chill night air.  
The warm loving hand once held out to save,  
Was then cold and still in the silent grave.  
Her weight of sorrow and her weight of care  
Had been more than the mother's heart could  
O! what a sad harvest of grief and tears, [bear.  
Followed the sowing of those early years.

Young man, beware of this wild oat sowing—  
Each step in life the fruits will be growing.  
Hedge in the first years of thy manhood well.  
What is sown in youth the harvest will tell.  
If, when in thy weakness, danger assails,  
Rely on that Arm whose strength never fails.  
And when thou hast reached thy full manhood's  
prime,  
Thou'lt not be afraid of life's harvest time.

TOPEKA, Kansas, June 16, 1893.

*Editor Ladies' Department:*

The wives of the local members of the Order of Railway Conductors held a meeting yesterday in their hall and organized an auxiliary, with twenty-four charter members, as follows:

Mesdames C. Woodward, P. T. Forster, J. S. Kelley, H. Ferguson, J. B. Rea, G. M. Tilford, M. Murray, M. McCambridge, L. B. French, T. Moore, R. H. Stockton, J. H. Dodd, E. Fleeker, M. Peteson, G. W. Cooper, J. H. Griffith, M.

Mires, H. Rice, J. McCambridge, D. I. Furbeck, D. F. Shafer, R. Wilson, A. J. Rader and G. W. Scott.

They were organized by deputy officers of St. Joseph, Mo., Mesdames E. N. Foot, Sims and Thorp.

The officers elected for the ensuing year are:

President—Mrs. Kelley.

Vice President—Mrs. Woodward.

Secretary and Treasurer—Mrs. Forster.

Senior Sister—Mrs. French.

Junior Sister—Mrs. Murray.

Sister Guard—Mrs. Flecker.

In the evening the ladies gave a reception to their families and friends, with music furnished by Banister and daughters. Refreshments were served in elaborate style. Miss Nellie Shafer gave a beautiful cake to the most popular conductor present, which was voted on by the ladies, Mr. Forster being the lucky one.

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MARION, Iowa, July 23, 1893.

*Editor Ladies' Department.*

I thought a word from Gloria Division would not come amiss. We are still wide awake and flourishing. At our last meeting we had a large attendance of enthusiastic women, and everything progressed rapidly and terminated happily. Mesdames Howard and Floyd were initiated, both of whom will prove to be good and helpful members, and will do all in their power to advance the interests of the Order, I am sure.

July 16th we gave an ice cream social in the park, which proved very profitable financially, and certainly will encourage us to try again. This is the first entertainment we have given since our organization.

I would like to say right here, dear sisters, that I am a very poor letter writer, and were it not for the advantage of living in the same place that our editor does, I am very much afraid I should not be more prompt in writing than some of the other correspondents. I realize that if we were all prompt in writing the four letters which are required of us, that the department would be much more interesting and profitable. Let us hear from each and every one of the divisions.

Yours in T. F.,

ANNA BELL.

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ELLENSBURG, Wash., July 2, 1893.

*Editor Ladies' Department:*

The last meeting of Cascade Division No. 36 was held on Wednesday, June 28, and proved to be an exceedingly pleasant and profitable gathering for all present. One of the most pleasurable

features of the day was the taking in of a new member, Mrs. Lanphre, who already gives promise of becoming one of our best and most influential workers. For the present, at least, we will have but one meeting each month, owing to the extreme heat and the absence of many of the sisters, who are attending the World's Fair. On May 30 last the members of our Division gave an ice cream and strawberry festival, which was a complete success in every particular. We regret exceedingly losing our Junior Sister, but are able to draw some consolation from the hope that Mrs. Bestock may be able to be with us often. For some time we have been waiting with what patience we could command for the gentlemen of the O. R. C. to open their Division, which we feel will be of great benefit to us, especially in the way of new members.

Yours in T. F.,

MRS. W. R. BREED.

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TOLEDO, O., July 13th, 1893.

*Editor Ladies' Department:*

The most important subject which presents itself to us as we start out in our field of labor for this term, is, what course is to be pursued to attain the highest degree of success. The work before us can be made a grand one. The principles involved are second to none. The wives of conductors are in every way capable of producing all necessary to make up an organization that will educate, advance and improve us all. That which gives dignity to any kind of labor is the motive inspiring it. It is not the work a woman does, but the way she does it, and the purposes that animate her doing, that stamp her as noble or ignoble. By working slowly and thoroughly, improving and elevating the thoughts, we shall reap a full harvest from our efforts to make our organization a success. To cause it to grow as it should, we must have the assistance of all. The greatest assistance we can render is the work we do at home, the success we make of our own Division. The cause will improve just as fast as its members improve. It is not what we get out of a work, but what we may put in, that is the test of success. Before this term commenced, I went carefully over the whole field, and I cannot help but feel the outlook is more promising than at the beginning of last term. Much interest is being manifested where heretofore we were not even considered. While almost everyone, regardless of circumstances, is interested in the "World's Fair," and despite the extremely warm weather, the good work goes on. Since we met in Grand Convention we have gained two

Divisions. Division No. 33 was organized at Topeka, Kan., on June 15th, by Sister Foote. Division 41 was organized at Pueblo, Colo., on July 1st, by Sister Kessick. We all extend our hearts' best greeting to our new sisters of the west, being encouraged not only by the two Divisions already gained, but by the promise of others in the near future. We all wish the work to go on, and I am sure it will stand upon its own true merits.

MRS. J. H. MOORE, G. P.

COLUMBUS, O., June 20, 1893.

*Editor Ladies' Department:*

The Fifth Annual Convention of the Ladies' Auxiliary to the Order of Railway Conductors was held in Toledo, O., May 19, 1893, for the purpose of transacting business and the election of officers.

The officers elected and installed for the ensuing term are:

Grand President—Mrs. J. H. Moore, of Toledo, O.

Grand Vice President—Mrs. O. N. Marshall, Galesburg, Ill.

Grand Secretary and Treasurer—Mrs. E. Higgins, Columbus, O.

Grand Senior Sister—Mrs. W. C. Turner, De Soto, Mo.

Grand Junior Sister—Mrs. J. B. Van Dyke, Wilkes-Barre, Pa.

Grand Guard—Mrs. Dell Robison, St. Louis, Mo.

Grand Chairman of Executive Committee—Mrs. C. P. Hodges, Cleveland, O.

The Grand President appointed the following deputy organizers: Mrs. C. P. Hodges, No. 5 Fairfield St., Cleveland, O.; Mrs. E. N. Foote, 1224 S. 9th St., St. Joseph, Mo.; Mrs. J. L. Kissick, Denver, Colo.; Mrs. E. J. Palmer, Spokane, Wash.; and Mrs. Robt. Kline, Sunbury, Pa.

MRS. E. HIGGINS,  
Grand Sec. and Treas.

WILKES-BARRE, PA., April 10th, 1893.

To J. H. KEITHLINE:

Dear Sir:—We, members of Springer Division No. 20, L. A. to O. R. C., extend to you our sincere thanks for favors granted. The fact that circumstances would not permit us to give full expression of all our members earlier, does not in the least degree lessen our gratitude to you individually; we members regard the same as worthy of our highest esteem.

Respectfully yours,

COMMITTEE.

MRS. L. C. GUNN:

*Grand Junior Sister and Sister of Our Hearts:—*

The officers and members of this Grand Division, having learned with sincere pleasure of the arrival of a young conductor in your home, desire to tender you our warmest congratulations on your accession to the highest place accorded to woman. We miss you in our councils; your gentle way and tender sympathy, tempered with good judgment and a willingness to do your whole duty, make your absence our loss. But we trust that we may see you among us at our next convention blessed with renewed energy and zeal. That the Divine Ruler may bless you in your home life is the sincere wish of

Your Sisters in T. F.,

Grand Division L. A. to O. R. C.

MRS. O. N. MARSHALL,

MRS. E. N. FOOTE,

MRS. G. E. PARTRIDGE,

*Committee.*

[Mrs. Hahn wishes to explain that the above, as well as the resolution of thanks to Bro. Keithline, was overlooked by her, and to apologize for the oversight.—Ed.]

**Service of the Rain.**

What is the service of the rain?

We in the city want the sun!

Upon the wires that pass the pane

The idle drops together run.

I watch them idly; and below,

'Twixt wet and wind, in struggles vain,

I watch the crowd toil to and fro,

What is the service of the rain?

Somewhere in hollows, slow and still,

The great drops bead upon the whips

Of willows, while the brooks upfill

And to the dead turf lay their lips.

Then all about the fields, unseen,

The spring will go with naked feet,

And make small winding paths of green,

And even the dead leaves smell sweet!

Then buds like eyes begin to peer.

The bladed grass takes heart again;

There may be violets, too! But here,

What is the service of the rain?

—[Edith M. Thomas in *Atlantic Monthly*.]

**A Fragment.**

Life! we have been long together

Through pleasant and through cloudy weather;

'Tis hard to part when friends are dear—

Perhaps 'twill cost a sigh, a tear;

Then steal away, give little warning,

Choose thine own time;

Say not good-night—but in some brighter clime

Bid me good morning.

—[Anna Letitia Barbauld.]



The Texas & Pacific Ry. Co. have recently issued a set of rules governing the rates of pay and conditions of employment of their employes in train department, which is very similar to the schedules or agreements made with other roads and bearing on practically the same points. The communication addressed "To Trainmen" recites "That you may fully understand the rules of our management in regard to pay allowed and the governing of trainmen, and in order that you may know when you are not treated in accordance therewith, below please note copy of the same."

As the details of a schedule are of little interest except to those directly affected thereby, we will discontinue the practice of printing the full text of them. The member who kindly furnishes copy of above mentioned order, says of it:

I send you the following Articles issued by the officials of the Texas & Pacific Railway Company:

After reading them it is almost needless for me to say anything on the subject, but I beg a little space to make a few comments. I am an employe of this road, and have been ever since my arrival in Texas, several years ago. I have read a great deal in *THE CONDUCTOR* on the subject of contracts, made after much trouble and expense by different railway associations, but I can truthfully say I have never found a set of articles more just or liberal than these, the product of the pen and brain of men influenced by nothing but their own convictions. I have often heard it said, "It is hard to cheat an honest man," and I agree that to give anything but the best possible service to a company whose officials are sympathizers and friends, as well as employers, is impossible to a man with one noble or worthy instinct. The Executive Committee of the Texas & Pacific is formed of men all promoted from the ranks of conductors. They do not sanction seniority, but advance men according to their individual merits. I feel strongly tempted to cry with the patriotic school-boy, "Three cheers for the road that needs no contract!"

A T. & P. CONDUCTOR.

WILKES-BARRE, Pa., July 1, 1893.

*Editor Railway Conductor.*

Once more I find time to write for your valuable journal a few words about Division 160 and its members. Our worthy brothers, J. E. Keithline and J. H. and Mrs. Keithline, have been visiting in the west since the fore part of May. They attended the Grand Division in company with Bro. Cavanaugh and wife, and then left for an extended visit with friends in Kansas City. We expect Bro. Keithline home for the 4th, but would like to see him at our meeting to-morrow, as he is very much missed. I am glad to say that Bro. Bennett can be with us at our meeting again for a while, as he is now running the excursion trains, and that lets him home on Sundays. Bro. Frank Williams is running his train during the picnic season. Bro. John Gilligan was a visitor at our last meeting. Of course John is a member of Division 160, but then, we so seldom see him at a meeting that our new brothers think he just called in to see us. It is with regret that I announce the death of Bro. Strome's child, and enclosed with this letter you will find a copy of resolutions for *THE CONDUCTOR*.

Our past C. C., I. H. Collins, is now living in Nanticoke, where he went to take the position of assistant yard-master, in place of Bro. Fairchilds, who left the P. R. R. and is now working on the D. L. & W. and living at Kingston, Pa. I would like to say something about the changes in the laws of our Order, but as I have not seen a copy of the by-laws, I am not able to discuss any of them. As far as I can learn, I do not approve of some changes made in our insurance laws, but I have agreed to abide by the will of a constituted majority and am satisfied.

Bro. Wallace, of Division 160, is the happy man of the day. It is a boy, and mother and babe are doing well. Mrs. Wallace is a member of Springer Division No. 20, L. A. As I am short on news this time, but hoping to have a full page next time, I will close with best wishes for the Order and its members.

Yours in P. F.,  
JAMES FINLEY.

AMERICUS, Ga., July 4, 1893.

*Editor Railway Conductor.*

Our regular correspondent is now running a train on the South Bound R. R. out of Savannah, and that probably accounts for the dearth of news from this region. With your consent I will fill the vacancy thus caused to the best of my ability, and will make up in good will all that may be lacking in other particulars. S. A. M. Division, No. 284, is still in the ring and gaining strength and influence. We initiated one at our last meeting and have two more for the next, besides several transfers from other divisions. The Savannah, Americus & Montgomery Railway took off all regular passenger trains yesterday, July 3. As a result, Brothers Stokes, Gilmer and Poole, our passenger conductors, are carrying way bills, and peddling out "mt" flats, just like they were used to it. Every train now carries passengers, but there are no regular passenger trains, and you can bet the public are kicking high about it. This S. A. M. road is 300 miles long, but can't afford a "sho nough" passenger train. Every man on the line who has had the twelve months experience is an O. R. C. man. By the way, I am glad to note the promotion of Brother C. L. Bruner, who was appointed trainmaster of the C. R. R. at Macon, July 1. Brother Bruner is S. & T. of Division No. 123, and will make an excellent trainmaster. Everything is running along quietly here now, with but little doing. The regular boys propose dividing time with the extras so that all may stay. If this should happen to escape ditching in your waste basket I will try and come again.

Yours in P. F.,

S. A. M., 284.

KANSAS CITY, July 10, 1893.

*Editor Railway Conductor:*

I wish to call the attention of the O. R. C. to the fact that it is time for a large per centage of our divisions to take a step in the direction of economy in the matter of preparing the remains of our dead Brothers for burial, especially so, when the Brother does not belong to our division, and we are called upon by another division for the needed assistance. Under such circumstances I believe it would be well for us to make as small a bill as possible with decency. Division 55 has every reason to believe that this is very essential, having been called upon in several instances lately, to pay undertaker's bills, running from one hundred and fifty to two hundred and fifty dollars each. I do not believe that we should allow our sympathies to carry away our better judgment, nor do I believe it a good plan to bury two or three hundred dollars of our division's

money with the remains of our dead Brother, when in too many instances the deceased has left his wife and children without any means of support. If we have the money to give away, would it not, my Brothers, be much better to bury our Brother decently and give to his family something to aid them?

I am induced to say this, from the fact that our expenses at the present time are very high, and while I am in favor of, at all times, rendering assistance and needed aid to a Brother or his family, I believe that it is necessary that each one should be given fully to understand that he must protect himself and his family, if they are to be protected. We too often lose sight of the fact that the division for which we are doing the work, may not be in a financial condition to pay the extravagant bill our sympathetic hearts would lead us to make, and that we might be placing them in a very embarrassing position, and cause them a great amount of worry and discontent. We have often been called upon to bury a Brother of our Order, and have done it in a very extravagant manner, many times, when sympathy has been the key that unlocked the treasury of our division, and in calmer moments we have regretted our extravagance. When we have looked over the life of our deceased Brother, and have seen where his opportunities were equal with ours, and in many cases better, yet we have allowed our sympathy to almost deplete our treasury. Brother conductors, I do not ask you to withhold your sympathy, but let us consider justice, as well as charity, and that while it is necessary for us to labor in order to live, it is necessary, also, that we should, while living, prepare for death and burial, and the charity that is given to the dead, should be given to the ones we leave behind. I believe the better plan for the O. R. C., would be the one pursued by many other orders, if we give anything, give a stipulated amount to the family of the deceased, and let them be the judges of how extravagant a burial they will have, except in extreme cases, where sickness or accident has deprived the Brother of all possibility of giving himself the needed protection.

Yours in P. F.,

W. WELCH.

SEYMORE, Ind., July 25, 1893.

*Editor Railway Conductor:*

Owing to a combination of circumstances, our usual letter from Division 301 for July, was not sent. The news now comes to us that, beginning with the new year, THE CONDUCTOR will be sent free to every member. Some time in the past,

long before this division had been organized—when its present members were basking in the sunshine of a rival organization, the B. R. C., this plan of a free journal was attempted and resulted very disastrously, costing the Order thousands of dollars, and proving at that time, at least, that it was impracticable. Let us hope that the evils that brought about this expense at that time have been remedied, and that we can all now read an interesting journal each month, one that will be second to none, and one that may be of profit to all the readers. The journal or organ of any order is, to a certain extent, just what the members make it. The editor can't do it all, and unless you lend him your united assistance, you will often find cause to complain of the dullness of THE CONDUCTOR.

Seymore Division is moving along with its accustomed regularity, and save an occasional grievance, we are contented and happy. At the present time, every one is on the 'qui vive,' our present officers on the road being, most of them, only 'acting,' with a prospect of the B. & O. assuming full control in the near future.

At any rate we are all being treated nicely, and our officials have shown all along a desire to treat all with justice and fairness—giving each man his rights according to his length of service. While seniority seems to be the bone of contention on many roads, we are well satisfied with our present plan—that of promoting two brakemen and hiring one conductor. In reading articles on this subject, we can always quickly decide by their tone as to whether the author is a conductor or brakeman. Many of us when blessed with prosperity, soon forget our days of obscurity. We soon forget that many, very many, who now occupy the places we have just vacated, are in every sense as worthy of promotion as we were. Would we bar them out, and say "We have enough conductors now, don't make any more 'till those who are idle are provided for?" No, let them be promoted according to their age in service—record and ability governing, and when two have been promoted, let one conductor be hired, or promoted from the ranks of brakemen, as all may determine. We are inclined to think that some of those who write an occasional article, in which to air their grievances, would not be satisfied if they had the earth.

On all well regulated roads men are not discharged without cause. If your road is not in good shape, what's the matter with you? Organizations have worked wonders on the railroads of our country, and as a general thing the kicker is one who seldom attends his division unless it be to present some fancied grievance. Be patient—

Rome wasn't built in a day—neither can the ills of railroad men be cured in a day—month or year. But bear in mind to-day we are all 100 per cent. better off morally, intellectually and financially, than we were ten years ago, and owe it all to the systematic teachings, and workings of our fraternal orders. With best wishes to all.

Yours in P. F.,

C. W. M.

COLEMAN, Ont., July 27, 1893.

*Editor Railway Conductor:*

As you have not yet heard from East Toronto Division, No. 344, I have taken the liberty to send the following brief account of one of the most successful social gatherings in the history of our Order: In conjunction with Lodge 108, B. of R. T., we held our first union excursion on Monday, the 24th inst. A special train was chartered, and with 400 passengers we were away for Port Perry. This is a very pretty town on the shores of Lake Scugog. We were met at the station by a brass band, and on arrival at the fair grounds were presented with an address of welcome by a reception committee from the town. This was replied to on behalf of both orders by our Chief Conductor, and then the fun commenced. Twenty-one events, in the shape of running and other games, were gone through with, and many valuable prizes given, dancing going on at the same time in the pavilion. At seven o'clock we returned home well tired out, and everybody satisfied that we had had the best picnic on record. I heartily agree with the letter of Wabash, that delegates, expenses should be paid by the Grand Division, and an assessment made on every member. We shall never have a representative division until this is done. Several divisions in Canada (344 among the number) were unable to send a delegate, and if this plan were adopted, all could be represented. Other organizations have made this a success, and why not the conductors. Anyway, I think, the proposal should have been brought before the Grand Division, and not quietly ignored by the committee on jurisprudence.

Yours in P. F.,

E. SELLER,

Div. 344.

MINNEAPOLIS, Minn., July 14, 1893.

*Editor Railway Conductor:*

The 7th of June, 1890, found me at leisure for ten days, and I took advantage of it and went to Pennington to visit my friend W. H. Cobb, when he and I put in the time in a very pleasurable way, fishing. Black bass, silver bass and graylings, were the prevailing species and we made some very fine catches. In July, 1891, I found

Brother Cobb domiciled at Gladstone, Mich. During this vacation we put in our time between the Soo and Pembina, with the very enjoyable sport of taming forty or fifty speckled trout a day.

In September, 1892, Brother Bigelow of 117, and myself, took a trip to the Soo, Marquette, Superior, Duluth, then back to Champion, and then to Pembina, where we had a splendid two days catch of trout, arriving home after a two weeks trip, very well satisfied.

This year, in June, I visited Pembina with a party and spent a week there. I made some very fine catches, but my friend, J. E. French, of the Forest Hotel, at Pembina, can catch more trout out of a wash tub than I can catch in a lake.

After returning from Pembina, a party was made up of your humble servant, M. F. Henion, Wm. Deyo and the right end man, Ben Day, as seen in the picture I send by this mail, and went to Litchfield, 65 miles west of here, on the Great Northern R'y, where we got a team and went seven miles south to lake Minniebelle. Here we had two as fine days' fishing as I ever saw or heard of, taking in 143 black bass. The top string, twenty in number, weighed seventy pounds. We sold sixty-eight fish that averaged two and a half pounds. If any one asks you about fish or fishing send them to us; I think we can give them some pointers.

Yours in P. F.,

GEO. ELMER.

DENISON, Texas, July 27, 1893.

*Editor Railway Conductor:*

Who can understand the following?

You must Bee-be still. You better keep a clear Page. What a Case-a. Tigart, sounds savage. You must Grant charity. You must not be Green. You must not get full on St. Patrick's day. Do not think A. Smith dirty. You must not think Kirkpatrick is Dutch. Shelton, is not a town. Knowlton, is not in Virginia. Oldham, is not good to eat. Bledsoe, is ancient. Smythe, is not Irish. Dolon, on what? Welch, is a big name here. Sullivan, means home rule. How Truett, is. Stone, is hard. Cullett, what you can. Darlington, is chief. Hopkins, Oh, my! Williams, not sweet. The other Smith. What a Gugelle. Hide in your Chambers. Has not Ben son. My mother had a Proud boy. The West is grand. Please add-Vance. Where are the Scales. Oh! what a Hudler. McGarr, begorah. Allen is not overly handsome, but has lots of influence. Purdy, used in general interest M. K. T. Oh! what warm Summers. By all the Powers, let us rest. When, Orr where? Where we have a good Cook. McKee, lookout, Allen will get to the

front. Jackson, not Hickory. Norton, son of the old man, Crowder, Oh, my! Vanness, favorite. King, not crowned. Hutcheson, yes, his mother's son. Oh! Reams. Our Neighbors are good. Great Scott, isn't it hot. Now, Pa Jones, let us be Hasting. You, Sayder. Do things up Brown. Let us hoe A. Good-ro. To what a Hite. The editor looks cross and I am tired.

Yours in P. F.,

S. P.

MONTREAL, July 6, 1893.

*Editor Railway Conductor.*

In my last letter I mentioned that Div. No. 80 had serious thoughts of moving back to West Lanham, but since the last regular meeting I am advised that such action will not be considered for the present, for the reason that things look more encouraging. This means that new members are soon expected to join us by transfer card and otherwise, which will always bring a good number on meeting days, at least this is what we are looking forward to. Last meeting was a big day for Division 80 about twenty being present. Bro. Hopkins, of Ottawa Div. No. 17, occupied the chair. A brother from Pittsburg, Pa., (I did not get his name) was also present. Four new members were worked upon. Their names are: Bro. Boyle, two degrees; Bro. Lochambre, two; Bro. Hogan, three; Bro. Cutter, one. Bro. Wallace acted as secretary, as Bro. Louiselle was unable to attend.

Yours in P. F.,

"WHISTLE CORD."

BELLEVUE, Ohio, July 3, 1893.

*Editor Railway Conductor.*

In the June number of THE CONDUCTOR I noticed an interesting letter from Bro. John Duffy, on the third division of the good and reliable old B. & O., running through the mountains of West Virginia. Bro. John speaks of a brakeman who fell over the wall in Hitchcox cut into a snow bank 40 feet below and had to be rescued by means of the bell cord. That was a little before my time, and I must enter a plea of not guilty, but I have polished the wheels of Bro. Duffy's train with an "Armstrong" brake many a time, down the Cheat river, Cranberry and those famous 17 mile grades. In those days we had the "camel-back" engines, with the bell-cord tied to the whistle and the other end of the last car. By the last car I do not mean the caboose, for "the freight man's palace" was practically unknown then. Only when we had a stock train and a lot of drovers were we given what was known as a "drover's car." The young railroad men of to-

day know but little about the really hard features of their business. They have good cabooses in which they can sit and let the "air" do the work we were obliged to do with the "Armstrong." Still, we had our joys, among all the trials, and one of them was the good square meal that was always waiting for us at the Carroll House, Cranberry Summit. I can remember now how we always endeavored to make this point about meal time in order to fill up, being sure of the best the country afforded. I can almost taste the good, fresh butter, hot buckwheat cakes and honey, even now. Time brings many changes, and I suppose the boys have all given this place the shake since the town had its name changed. In spite of all these changes, perhaps some of the boys may remember the little telegraph office on the top of the hill, where we all had to get our orders signed, "Correct, 44. H. Forner." I have some of them yet. If nothing happens, I expect to strike glad hands with all of the old boys on "the third" about October 1 next.

Yours in P. F.,

L. C. BROWN.

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EAST LAS VEGAS, Aug. 5, 1893,

*Editor Railway Conductor:*

Did any of you ever hear of Montezuma Division, No. 70? I guess not, although we have one of the most harmonious and most prosperous Divisions on the roster of the O. R. C. Bro. Hays, our C. C., fills the chair with dignity and credit to the Division. Our Asst. C. C., Bro. Moore, is a hummer, and full of business. He fills his office with an earnestness and ability worthy of the Order. Next comes our genial Secretary, Bro. Stevenson, with his right hand of fellowship extended, a smile upon his pleasing countenance, and his little book in his hand, always ready for business. Our Senior and Junior are old, tried and worthy Brothers, who would do credit to any division room. They are Bros. Webb and Boone. Then come our Sentinels, who do business after the fashion of the preceding officers. But our agent or correspondent is simply "out of sight." He vanished the day he was elected, and hasn't shown his official hand since.

In the division room all agreed that each Division should contribute a small item to THE CONDUCTOR, but how Division 70 was to get it there was the question for quite a heated debate. Our correspondent sat there like a stopper frozen in an ink bottle, and never wrote a word, and instead of lynching him the boys kindly appointed an assistant for the overworked Brother. Did anybody ever hear of this being done before? Guess

not. Now the "assistant" is trying to fill his new and exalted position.

I must say what I think, Brothers, so if I hurt any one's feelings just "oust" me from office. Now, Brothers, one and all, after reading this, bring the subject before your Division. Two-thirds of the conductors of the world have traveled to quite an extent. They all have pleasant memories of friends left behind them, and would like to take up the journal of our Order and see what is going on in different parts of the world, and note how the Order is progressing in general. If a Brother is away visiting how anxious he is to pick up THE CONDUCTOR and see what is being done in his own Division. Above all things attend your own division meetings every time it is possible for you to do so. Good attendance makes good members and good officers, good officers make a good division, and good divisions make a good Order.

Well, I see we have another conductor in line for promotion down at Bro. Coffey's house. "Eleven pounds;" better let the seniority rule his case, Tom. Bro. Coffey went out this morning, but he is wearing his biggest and best suit of clothes to-day.

Bro. Boucher is manipulating his punch on the main line at present, while our genial young friend, Robert Moore, is handling the Hot Springs train. Bro. Meilly is taking in the World's Fair. Bro. Stummell has been transferred from south to north end crew, but is at present not feeling well, and is staying at home under a doctor's care.

Business is very dull in this as well as other countries.

Well, Bro. Editor, I will close by hoping that my superior officer, Bro. Webb, will say something for the public in next issue.

Yours in P. F.,

F. J. LONG, 1st Ass't.

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CANTON, Miss., July 21, 1893.

*Editor Railway Conductor.*

Pearl River Division 304 was organized at Canton, Miss., November, 1890, and we have at present 47 members, who take a great interest in the Order. Our worthy brother, Wm. James, is an old timer and strictly business. Our secretary and treasurer, G. Winborn, is a young member, but is O. K., and looks after business with "an hi like an heagle."

We gave our first annual ball at Canton May 23, (the proceeds of which were for the benefit of two sick members, whom we have been taking care of for the past six months.) We ran a spec-

ial train from Water Valley to Canton, consisting of three coaches, engine No. 113, Engineer J. K. Dunn, Conductor O. A. Harrison, Flagman J. G. Mason, all of whom tendered their services free. The train was beautifully decorated with flowers, and contained about 200 young people. The train left Water Valley at 1:10 p. m., arriving in Canton at 6:30 p. m. The guests were met and welcomed by a committee of conductors' wives, who carried them to their homes, until the opening of the ball.

The ball (which, by the way, is the largest in the state) was brilliantly lighted and beautifully decorated with flowers, monograms and banners of red, white and green. In a conspicuous place, surrounded by wreaths of exquisite flowers, stood a large, handsomely framed photo of Bro. E. E. Clark. This certainly attracted a good deal of attention and, to use the language of the girls, "I could trade last with him a hundred times." The young folks and citizens of Canton who had invitations, all came out, and we soon had about 400 to take care of, which we did to a "queen's taste." The music, which was given up to be the best we ever heard in Canton, cost us \$90. At 10:30 the grand march was played, and dancing begun with 100 couples on the floor. Supper was announced at 11:30. I am almost afraid to attempt to describe this luxurious repast, for luxurious it was, nor could I say enough in praise of the grace and dignity with which the guests were attended by the brothers' wives. These ladies looked beautiful in their costumes of red, white and green, and were tireless in their efforts to please everyone. After supper they joined the dancing, which lasted till 4 a. m. The special left Canton at 4:30 and arrived at Water Valley at 8 a. m., every one well pleased and announcing the Canton ball a perfect success. The prize offered for the one who sold the most ball tickets was awarded to Bro. D. C. Latimon, who turned in \$139. Bro. W. Sutherland was a close second, with \$119. A handsome gold watch was won by Bro. James for turning into the treasury \$140. Bro. M. N. Arnold was the next and did some good work. All members sold tickets and assisted in making the ball a success. I am proud to say it was pronounced by all to be the most brilliant social event ever held in the city of Canton. Not a member of 304 takes THE CONDUCTOR, though they all say they want it.

Yours in P. F.,

O. A. H.

FAIRBURY, Neb., July 31, 1893.

*Editor Railway Conductor:*

Perhaps a few words as to the progress our division is making these dull times may be found

of interest to the Brothers elsewhere. We have seventeen freight crews and ten passenger crews running out of Fairbury, and there are six or seven ex-conductors, Brothers Sumpter, Mankins, Bates, Gordon, Mayer and Ashmeade. All are doing as well as possible considering the state of business. Brother F. R. Dyer has just returned from the World's Fair. Sixty days in Chicago is a long time; he reports a pleasant visit. Brother Harry Edwards has just departed for the Windy City, and that means thirty days for an extra con. I hope they will all go, as I am on the extra list myself.

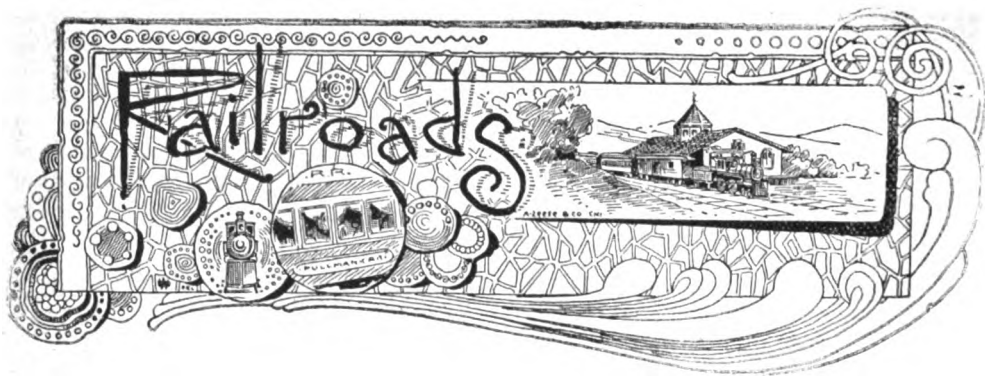
Senator D. P. Singles has gone to Council Bluffs for the 3d, and I hope they will use him O. K., for he is an all round good fellow. No. 343 has seventeen members and has four applications to work on at the next regular meeting. We hope to add many to the list before spring. With so many good natured, active members it can hardly be otherwise than successful. May that success be complete.

Before closing I would like to say a good word for our superintendent, D. Burleigh. It would be difficult to find a more capable man, and one at the same time more friendly with his men. As a result, they are always ready to speak a good word for him. The boys are also very fond of W. L. Gray, our chief dispatcher, a jolly good fellow. Brother Smart is our general yard master, and the name is a wonderfully accurate index to his character. Brother Smiley has charge of the yards nights, and, as the boys say, "I should smile he's all right." Just now business is pretty quiet with us, but we are looking for a change for the better in the near future. May success be the portion of all our jolly Rock Island boys.

Yours,

"OUTSIDER."

The Peoria & Eastern opened the present month with some valuable additions in the way of new equipment. Among them are four new passenger engines, 18 by 24, with a 56-inch shell, and built for speed and endurance, and ten ten-wheel freight engines. The passenger coaches are being rebuilt, refurnished and repainted as fast as possible. The old shops at Moorhead have been practically rebuilt, and fifteen thousand dollars' worth of tools and machinery put in. They will be used for locomotive shops and have a capacity of two locomotives. The company has finished hanging \$13,000 worth of steel superstructure for bridges, and in about three weeks the grade at Raccoon will be in condition for graveling. A pretty good showing for this road this year.



The value of railroad property in Missouri, as fixed by the board of equalization, is \$62,023,417.

The Pan Handle has ordered a cessation of all new work in the way of construction, for the present at least.

Some authorities place the amount of wheat to be moved this year at 450,000,000 bushels. Nearly all the lake points are beginning to experience the first of this great movement.

The statement of the receipts and disbursements of the Baltimore & Ohio's relief department shows the receipts to have been \$34,396.87 and the disbursements \$31,398.69. Of the latter amount \$3,925.09 was paid to Pittsburgh division employés.

Eastern roads are preparing for the great rush of the year at the time of the national encampment of the G. A. R. They are of the opinion that a great many are waiting to take advantage of the cooler weather, and visit the encampment and the World's Fair at the same time.

The president has appointed E. Ellery Anderson, of New York, one of the Pacific railroad commissioners in place of Mr. Dimmick, who was appointed by Mr. Cleveland, but declined the position. The salary of a commissioner when engaged in the performance of his duty is \$10 per day, with expenses.

On September 18, the Milwaukee, Lake Shore & Western will become the Ashland division of the Chicago & Northwestern. H. F. Whitcomb, for twenty years general manager of the Lake Shore, has been tendered the position of assistant general manager of the Chicago & Northwestern, but has declined.

The Pennsylvania has just added to its equipment seven improved passenger engines of the most approved type. Reports from their trial trips show them to be both powerful and swift. Their drivers are over seven feet in diameter, and they are expected to lower the present time destroying record before the season closes.

If the press reports are correct, the western roads are at present witnessing a substantial increase in the amount of their passenger traffic. Every road in the Western Passenger association is said to be doing more business now than at any time since the opening of the fair. The agents of the various western lines are almost unanimous in reporting that the prospects for a continued increase of business are most favorable.

Announcement was made early in the season that many, and in fact, most of the roads of the country, would restrict their excursions to Chicago traffic until after the close of the World's Fair. This policy was found by a large number of the companies to be impracticable and, as a result, the usual regulation harvest and similar excursions have been announced during the past thirty days in all portions of the country. The fair has cut off many of the special excursions common to the summer season, but most of the good old reliables will show up promptly on time.

According to the last report, the earnings of the Lake Erie & Western for the first six months of this year were \$200,000 in excess of the same period last year. There has been a steady increase in earnings since January 1, and if the business continues the ratio of increase will be greater than in any year since the road was built. Large sums of money are being expended for improvements, and all the shops are full, the men often being compelled to work over time. All stations on the system have been repaired and

repainted, and a number of new ones have been built, trestles filled in, and a great deal of bridge work done. In Illinois betterments have been begun that will take three years to finish.

An Indiana paper is responsible for the statement that the Wabash railroad will build a short line from Butler over to Ft. Wayne, connecting the Detroit-Chicago line with the main line. West from Butler the old Detroit division is the property of the Eel River railroad company, operated under lease, and it is reported the Wabash company is not averse to dropping the ninety-three miles from Butler to Logansport. East of Butler the Wabash owns the road and the route to Ft. Wayne would be the natural one for the connection. In case this scheme should be carried out, it is thought the Lake Shore will operate the Eel River line from Butler to Logansport.

A system of long distance telephone connections has been established between the most important points along the Pennsylvania system, including New York, Jersey City, Philadelphia, Wilmington, Harrisburg, Altoona, Pittsburg and Chicago. The wires in each city run into the private offices of the executive officers of the company, so that the responsible heads of the system have within touch the means of instant communication with one another. The system is for the transaction of the company's business, and under no circumstances will the privilege be extended. No outsider will be allowed its use, even though he may desire to talk to one of the officials of the company.

It is expected that the end of the present summer will witness the completion of the great tunnel on the Colorado Midland Railway, fifteen miles west of Leadville. This tunnel is being driven through the Rocky Mountains over two miles above the sea level, and is regarded as one of the great engineering feats of the time. In crossing the Rocky Mountains at Hagerman pass the trains were greatly hindered by snowfalls. To obviate the trouble and shorten the line as well, it was resolved to tunnel through the mountain at the pass. The tunnel is called the Busk-Ivanhoe, from Busk, a little town at its eastern entrance, and Ivanhoe, the station at its western approach. It will be nearly two miles in length, and will cost over \$1,000,000. At intervals of 80 feet will be brilliant electric lights. Every 24 hours 200 pounds of giant powder are used in the blasting processes. One equipment of this great tunnel shows the difficulty the plucky northwesterner has in overcoming nature's obstacles. At

each entrance to the passage will be doors to close in case of immense snowdrifts, and watchmen will be present to open and shut the doors at the approach of trains. To provide further against the ravages of the frost the tunnel will be heated by steam to a distance of several hundred feet at each end. The Busk-Ivanhoe is the third longest tunnel in the United States.

Assistant Trainmaster A. M. Mundenhall, of the Panhandle, is responsible for the following fish story, written from Race Island, in the Susquehanna: "Like all islands this is entirely surrounded by water. The water in this case is the Susquehanna river. The Susquehanna is a river composed of water and fish, but mostly water. The depth is somewhat various. In a horizontal line from where I am sitting, on the northern shore, the water is about 600 feet deep. Its perpendicular width is from 5 to 100 feet. The river is navigable for steamers at some points and on foot at others. The heaviest war boats do not come this far north, but about 2 o'clock this afternoon the secretary of the treasury went by in his gunboat Hatch, and observing us, gave us a full broadside, evidently taking us for a missionary republican encampment. We loaded up our howitzer and gatling gun with fish eggs and, after peppering the boat with bushels of bass and salmon eggs, the secretary floated away. I must tell you my first experience at trolling. I had hold of the line, when all at once I was made aware of the fact that the silver spoon had seduced an enormous fish into seizing the hook. I called to Bubb to cut the mizzen topsail on the larboard of his quarter deck, shorten his bowline, drop three caps and apply the air, all of which he completely failed in doing, and consequently I was hauled into the water. The next instant I was going up stream at a rapid rate. After going four miles I headed the fish off and started him home. The current was swift and I shoved on the line and we made a speed of about 37 miles an hour. An old farmer who was standing on the bank thought my head was a nice, fat duck, and shot at it. Finally the salmon stopped to bid his relatives good-bye and we got him in the boat. He was six feet in length. We then discovered we had more fish than we needed, and after writing my name on him with indelible ink let him go."

#### Death of General Manager Mellen.

The entire railroad world was startled on July 27 last by the entirely unexpected announcement of the death of William S. Mellen, general manager of the Northern Pacific & Wisconsin Central

lines, at Victoria, B. C. about midnight of the night before, the fatal disease being paralysis of the heart. He had been seriously ill only a few hours. Chief Engineer Kendrick and Mr. Alexander, of the Northern Pacific company, were with him at the time of his death. They took the body to Tacoma, and thence east for burial. William Solon Mellen was born Feb. 26, 1846, at Crete, Will County, Ill., being the son of Ruben Marsh Mellen, and studied at the Chicago high school where he completed his education. He entered railway service in December, 1865, when he was installed as telegraph operator at Milton Junction, Wis. He was an operator until 1867, when he acquired the additional title of agent for the Chicago & Northwestern railway at Racine, and was afterward agent for the same company at Green Bay. In 1872 he became general freight and passenger agent of the Green Bay & Lake Pepin railroad, serving until 1874, when he was appointed general agent for the Chicago & Northwestern at Winona. In 1875 he became assistant general freight agent. In 1881 he was appointed assistant general superintendent of the Atchison, Topeka & Santa Fé, and in 1882 general freight agent of the Chicago & Northwestern. In 1885 he was given the assistant general superintendency of the same line, serving until 1886, when he became general manager of the Wisconsin Central. On July 1, 1889, he became general manager of the Northern Pacific.

[This sudden and unexpected news of the death of General Manager W. S. Mellen of the Northern Pacific railway, will be received with profound sorrow and regret by every employé of that line as well of all others who enjoyed a personal acquaintance with him. He was one of nature's noblemen. May he rest in peace.—ED.]

#### How They Grow.

The *Logansport Journal* gives the following interesting summary of the figures showing the work done by the railroads of this country during the year ending December 31, 1892: The length of railroad track at that date in the United States was 175,223 miles. The capital stock was \$4,920,555,225; the bonded debt, \$5,463,611,204; other liabilities make the total \$11,088,933,606. The net assets of all the roads in the country over liabilities is only \$392,651,276. The actual mileage was 171,866. The number of passengers carried during the year was 575,769,678, and they were carried an aggregate of 13,697,343,804 miles. The number of tons of freight moved was 749,331,860, equivalent to moving 84,448,197,130 tons one mile. The total revenue traffic was \$1,205,272,023, of which \$293,557,476 came from passengers and \$816,716,759 from freight. The net earnings of all the roads was \$358,638,520.

Only \$83,336,811 was paid as dividends—upon \$4,920,555,225 of stock, but comparatively little stock paying dividends.

The average rate per passenger per mile is declining slightly every year, it being 2.143 cents during 1892. The number of passengers carried has doubled since 1882, while the receipts for passengers have not doubled by quite a margin. In 1882 it cost 1.226 cent per mile to haul a ton of freight a mile, but in 1892 it cost the shipper .967 of a cent a mile for carriage—not quite as cheap as in 1890. From 1882 to 1892 the tonnage of freight has more than doubled, but the gross receipts for carriage have fallen far short of doubling, because of the lower rate of transportation. The gross earnings of American railways have increased more than \$475,000,000 since 1882, and the net earnings have increased but \$98,000,000. The mileage of railroads in 1876 was 76,315 miles, and in 1892, 171,570 miles, which shows the rapid development of the railroad system. In 1877 all the roads had 15,911 locomotives, 12,086 passenger cars, 3,854 baggage, mail and express, and 392,172 freight cars. At the close of 1892, the rolling stock was as follows: Locomotives, 35,753; passenger cars, 26,321; baggage, mail and express, 7,900; freight, 1,168,867.

In 1880 but 21.1 per cent of the rails were steel; in 1892, 82.6 per cent were steel. The number of miles constructed in 1892 was 4,428. The largest number of miles constructed in any one year was in 1887, 12,878 miles.

A recent Washington dispatch contains the following somewhat roseate account of the new railroad which is to connect North and South America: "Considerable interest has apparently been thrown around the operations of the Intercontinental railway survey, authorized by Congress, in accordance with the plan adopted by the Panama conference in 1890. Though reports of a more or less detailed character have been incorporated in the estimates laid before Congress, there has been a hot fight over the appropriations for continuing the work, which have only slipped through in conference between the two houses. It is now stated, however, in an unofficial way, that the survey has been practically completed. All the surveying parties have returned to Washington, having finished their field work completely. They are now engaged at the headquarters of the commission in this city, working up the data they have secured for the publication of their final reports, and the maps of the line. This work will occupy several months.

The lines surveyed run to the southern boundary of Mexico and the northern boundary of Bolivia, and is 4,000 miles in length. It connects the railway system of North America with South America. It is said that a feasible route has been found for the entire distance, with no grade greater than 4 per cent, but no particulars are given. It is further said that the engineer who was in charge of the survey through Columbia, reports that for many miles the line runs through a mining region so rich that the material dug out would contain enough gold and silver to pay for the construction of the road over that section. This possibly accounts for the reticence maintained as to the progress of the work."

# MENTIONS

Lovers of good music will find the August number of the *New York Musical Echo* well worth their attention.

\* \*

J. W. Kendrick has been made acting general manager of the Northern Pacific vice W. S. Mellen, deceased.

\* \*

Mr. L. S. Thorne, general superintendent of the Texas & Pacific, was chosen third vice-president of that road July 11.

\* \*

Bro. Wilkins organized a new Division at Allandale, Ont., on July 30, and one at Hagerstown, Md., on August 6.

\* \*

I. M. Rilea, Secretary of Division No. 212, has accepted the position of general solicitor for a new organization known as the National Railway Employes' Investment Co.

\* \*

As a practical showing for the advantages of co-operation, the Boston Central Union is considering a proposition by which all its members will be given shoes at wholesale rates.

\* \*

Mr. W. E. Tew, a passenger conductor of the Great Northern, has been appointed assistant superintendent of the Fergus Falls division of that road, in place of Mr. E. W. Batchelder, promoted.

\* \*

Stampede Division 348 was organized at Ellensburg, Wash., on July 23, by Bro. J. B. W. Johnston. The Division is named after Stampede Pass, through which the N. P. Railway crosses the Cascade Range.

\* \*

If the member of Division No. 3, who was appointed on a committee by the Union meeting at Jacksonville, Ill., and who forgot to sign his letter to the Grand Secretary, will send his name, he will receive a reply to his letter.

\* \*

A. E. Roszell recently forwarded 10 cents for a sample copy of *THE CONDUCTOR*, but failed to

send with it his postoffice address. If he will supply that somewhat important particular, the desired copy will be sent him at once.

\* \*

Saturday has been made a full holiday without pay in the Union Pacific shops all along the road, thus reducing the time to forty hours a week. The reduction will admit the retaining of all employes. It will affect 6,400 men.

\* \*

Bro. F. J. Dorsey, chairman of the Board of Trustees, organized a new division at Rat Portage, Ontario, July 3, last. The new division starts out with thirty charter members, and with every prospect for continued growth and prosperity.

\* \*

Division 295 adopted strong and feeling resolutions of endorsement of the acts of General Manager Mellen while living, and sincere regret at learning of his sudden death. The resolutions were printed in the Montana papers.

\* \*

The first cast was made at Carnegie's new foundry at Braddock July 12. Six standard sized molds for the converting department were turned out. When the green sand foundry building is completed fully 1,500 men will be employed.

\* \*

According to the returns, the picnic held at Aliquippa on the Fourth, under the auspices of local bodies of Brotherhood of Railway Trainmen and Order of Railway Conductors, netted each of the two organizations about \$400. The boys are well satisfied with the result.

\* \*

Cards have been received at this office announcing the marriage of Bro. F. W. Moore to Miss Jean M. Ruby, at Chicago, July 3 last. The happy pair are at home to their friends in La Grande, Oregon. The best wishes of the entire Order will go with them in their new life.

\* \*

The Secretary of 256 hands us some corres-

pondence which shows that H. H. Shelman, once a member of the Order, is playing the "dead beat." He is not a member in good standing and should be prevented from imposing upon anyone on the strength of representations to the contrary.

\* \*

The *Herald* is the brightest and most readable of the Chicago dailies and thoroughly deserves its enormous circulation, which is observable on every hand.

\* \*

The second annual convention of the International Brotherhood of Railway Track Foremen will be held at Atlanta, Ga., Monday, October 2, 1893. The convention will be called to order at 10 A. M.

\* \*

Engineer Henry J. Atwood resigned last month after fifty years' service with the Lackawanna. Although 73 years of age Mr. Atwood was still rated with the best men in his line, and abundantly able to do his work. He had earned a rest, however, and will take it at his old home in Phillipsburg, N. J.

\* \*

William M. Wilhelm, the veteran Pennsylvania baggage master whose run is between Pittsburg and Philadelphia, claims to have traveled more miles than any other person on earth. During his fifty years of constant running on the rails he has piled up a record of nearly 3,000,000 miles, and is still at it.

\* \*

The Pennsylvania company is sending employees to the World's Fair, each division of the system being given its excursion with special trains for the accommodation of all. The first was for the New York division, and the last will be for the West Jersey & Camden and Atlantic, commencing September 16.

\* \*

HELP WANTED.—I want energetic men of good address to visit every principal city to sell our celebrated "Gem Water Filters." Experience not necessary; the "Gems" will do the work. A rich harvest for workers. \$10 a day easily made. For terms address the manufacturer's agent, John Haisley, Rooms 1 and 2, 421 Wabasha street, St. Paul, Minn.

\* \*

Machinists, moulders, cigar makers, musicians, tailors, clerks, building trades workmen, printers and leather workers at Nashville, Tenn., have formed the Consolidated Beneficiary Order of Organized Tradesmen, to protect themselves against accidents, enforced idleness, sickness, and give their families \$1,000 in case of death.

Every democrat should be a regular reader of that ideal democratic newspaper—*The Chicago Herald*. It did yeoman service in the late campaign and earned the gratitude of all who hoped for the triumph of low tariff.

\* \*

The lightning struck a telegraph pole east of Beatty station, on the Pennsylvania, during an electric storm last month, and played a peculiar trick. Not being content with destroying the pole, it started westward, knocking off cross-pieces and the ends of poles for a distance of nearly three miles, where it ran to the ground, shattering the pole on which it went down.

\* \*

It is announced that a company of Boston capitalists has been organized to build a railroad in Indiana. It is to be known as the Kendallville, Rochester & Western Railroad company. The line will extend from Kendallville to the Illinois State line, and will run directly west from Rochester. The counties that will be crossed are Noble, Kosciusko, Fulton, Pulaski, Jasper and Newton. The company will have a capital of \$3,000,000.

\* \*

Retrenchment appears to be the order of the day with the Chicago & Alton. Not only was the force of superintendents cut down about the first of the present month, but way freight men were ordered to do yard work in many of the larger towns along the line, and the Bloomington shops were put on an eight-hour schedule. A large number of single men were laid off indefinitely.

\* \*

J. L. Brown, master mechanic of the Pittsburg & Western, was recently appointed to an honorable and responsible position in the Allegheny City government, and the employees of his department made it the occasion for presenting him and his estimable wife with several costly tokens of their regard. It was a pleasant occasion, and one that will be long remembered by all who were so fortunate as to participate.

\* \*

We call attention to the "ad" of the Orphan Boy Extension Mining & Milling Company in another place of this issue. E. E. Ives and Hon. Wm. M. Mitchell were up and thoroughly examined the mines on June 6 and 7, and they are highly elated over the company's holdings. The company will at once commence to ship ore. The high standing of the railroad men who are directors in the company is a guarantee of fair treatment, honest and economical management, and a speedy success for the company.

Congratulations are due Bro. Scott Cunningham, of Division No. 44, upon his appointment as general yard-master for the Denver & Rio Grande, at Denver. The same thorough acquaintance with every detail of his business and energy and ability in its conduct which won him the promotion will assure him success under the new conditions. The appointment went into effect July 20, last.

\* \*

A bad wreck of a Wabash passenger train was recently averted by the presence of mind of an unknown colored man. Two engines with freight trains had collided on the curve near Madison, Ill. The passenger train was coming swiftly behind, and the colored man, seeing the situation, galloped up the track on his mule and had the train flagged. Conductor John Voss was severely injured in the collision.

\* \*

In 1886 the number of accidents in the coal mines of Germany was 7,884, and last year 13,865 accidents were reported, an increase of nearly 100 per cent. The reason of the tremendous increase is assigned to the increasing difficulties of supporting the roofs of the mines with the increase of their depth, and the employment of larger numbers of unskilled workmen, who were set to work to replace union men and strikers.

\* \*

Bro. J. R. Bragg, of Richmond, Va., has invented an attachment to automatic air brakes, which is intended to prevent trains from "running together" when broken in two. Valves are placed in the hose couplings and can be arranged so that in case the coupling parts, the valve in hose on rear end of car will close, while the one on front end will remain open, thereby applying the brakes on the detached portion of train only.

\* \*

THE CONDUCTOR was remembered with an invitation to attend the commencement exercises of the Iowa Business College at Des Moines, July 27, 28 and 29. The first two days were given up to the literary and graduating exercises of a large class, numbering 113 in all departments, and on the last day the school gave its annual excursion and picnic. The school is to be congratulated upon so pleasant an ending to another successful year.

\* \*

Another dastardly attempt was made on the night of August 2, to wreck a passenger train on the Chicago, Burlington & Quincy, near Augusta, by placing a tie across the track about 500 yards from the station. The engine ran into it, but as it was running slowly no great damage was done.

This is the fourth attempt to wreck night passenger trains in that community. It is a peculiar coincidence that Mike Mount, of Galesburg, has been the conductor in charge of the train on each of the occasions.

\* \*

According to telegraphic reports a general strike is contemplated by the workmen of France on October 1 to compel the government to reopen the Bourse du Travail in Paris, which was recently closed because the affiliated unions refused to furnish lists of their membership. The appeal of the workmen of France to join in the strike is signed by the executive officers of the Unions of Shoemakers, Hatters, Metal Workers, Railway Employés, Municipal Employés and the Federation of Labor Exchanges.

\* \*

"It would be a good idea," said a conductor of long experience, recently, "if the railroads of the country would compel the Pullman people to put the cord which is fastened to the conductor's brake valve in some certain and convenient place in their cars. You never know where to look for it first, and when a trainman wants to use the air he wants it bad, and hasn't got time to look through the car. Perhaps it is an oversight on the part of the Pullman company, and if brought to their attention would be attended to."

\* \*

Possibly the heaviest locomotive fireman in the state of New Jersey is M. J. Beatty, who feeds the fire box of engine 309, of the Erie's Tuxedo express. Mr. Beatty weighs, minus coat and shoes, two hundred and forty pounds, and is making a desperate endeavor to tip the scales at 309, the number of the engine. Mr. Beatty always rides on the outside while rounding sharp curves at a high rate of speed, in order to balance the locomotive. If our western contemporaries can discount this we will forever after hold our peace.—*Railroad Employe.*

\* \*

Among the many excellent dailies furnished the readers of the great northwest, there is no one more worthy of general patronage than *The Minneapolis Journal*. It is under enterprising management and keeps fully abreast of the times in all that goes to the make-up of a modern newspaper. Its special features are brightly presented and contain matter well worth preservation. Its news service not only covers the field, but is attractive in make-up and so arranged as to give the greatest returns for the least outlay of time and trouble on the part of the reader. *The Journal* has worthily won all of the unusual success that has attended its efforts.

That the Napoleonic hauteur and frigid reserve lately noticeable in Conductor Shute, of the Naval Display Limited, is due to the fact of his recent consecration to the state service, G. Washington having sworn allegiance and donned the habiliments of war as corporal and left guide in the C. E. Cadet Corps. Tottering dynasties tremble at the plaudits lavished upon this mighty host of intrepid cohorts, as, with perfect alignment, they pass in review before the proud populace of classic Hoboken. George is right in it, but it's a pace that kills.—*Railroad Employe.*

\*.\*

At their last regular meeting on July 9 last, the members of Division No. 54 surprised Past Chief Conductor C. H. Dale by presenting him with an elegant gold watch. It was a surprise in every sense of the word, but Bro. Dale managed to pull himself together and responded in a feeling manner, showing that he appreciated fully the high compliment thus paid him. The watch was worthy of the occasion and the man, being one of Howard's best, with the emblem of the Order enameled on the inside of the case and on the cap the inscription, "Presented to Bro. C. H. Dale, our Past Chief Conductor, by the members of New York City Division, No. 54."

\*.\*

The Kokomo *Dispatch* is responsible for the following moving tale: "A long Cloverleaf freight was moving slowly through Greentown, recently, when the rear trucks of a lumber car jumped the main track and landed on the side track without even breaking the coupling. The cars to the rear of the lumber car followed on the siding and moved along without an accident other than a very rapid unloading of the lumber. This strange freak was not noticed, and when the rear portion of the train reached the other end of the switch it very miraculously jumped back on the main track. This story is vouched for by a number of good men in Greentown, and is considered one of the great wonders of recent railroad freaks."

\*.\*

A. F. Letson, of Buffalo, has patented a device for the automatic turning of switches, which is being tested on the street railway of that city. The device consists of two "studs" or iron points protruding from the bed of the track about an inch and situated three feet from the point of the switch. Under the car body and directly in front of the trucks are a pair of elliptic shoes. By the operation of a lever above the platform either one or the other of these two shoes is made to project nearer the ground, and in passing over the "studs" will press one of them down and by a series of shifting bars will operate the switch as desired. It can be ap-

plied to horse, cable and steam cars, but will probably be confined in its use to the two first mentioned.

\*.\*

THE CONDUCTOR is in receipt of an exceedingly interesting little work entitled "A Handbook to Various Publications, Documents and Charts Connected with the Rise and Development of the Railway System, Chiefly in Great Britain and Ireland." The book is published by Edward Baker, of Birmingham, England, and is in reality a catalogue of old railway publications, now grown scarce and valuable. Collectors of such works will find it a great aid, as the list shown is unusually complete. Others, however, will be hardly less interested in the "Hand Book," as it is so arranged as to give a great deal of valuable information regarding the origin and development of railroads, collected for ready reference.

\*.\*

Thomas M. King, of Philadelphia, second vice president of the B. & O., has been elected president of the Pittsburg & Western. President King's career has been a remarkable one in that it has been steadily upward. It has not been many years since he was a trainmaster on the Allegheny Valley. He transferred his service to the Baltimore & Ohio, has climbed from one position to another, and is now president of one large corporation and second vice president of another, and in the opinion of many may eventually be the president of the Baltimore & Ohio.

\*.\*

By an invention recently made it is thought the disasters in mining will be reduced to a minimum. The apparatus consists of an air bag made of canvas, an appliance to hold the nose shut, and a battery and incandescent lamp. The bag is worn on the back and fastened under the arms. From the top of the bag a rubber hose runs to the wearer's mouth. The air is inhaled from it and expelled through the nostrils. The battery is strapped about the person and the lamp is pinned to the coat. By its use, mines may be entered after an explosion by rescuers without fear of the deadly coal damp.

\*.\*

#### A Hint.

When skies were blue and all was bright,  
And soft and balmy was the weather.  
On shining cycles, swift and light,  
Sweet Maud and I rode out together.

"If we," quoth I, "could side by side  
Ride thus along life's path, at random,"  
She bent her head, then blushed and said,  
"I think I should prefer a tandem."

—*Outing.*

A late issue of the *Pittsburg Post* has the following mention of a well-known conductor in that region which will be read with interest by his many friends: "Not so easy as one may think," says Conductor J. T. Redman, of trains Nos. 105 and 106, on the Wheeling and Pittsburg branch of the Baltimore & Ohio. Some few weeks ago he secured a handsome bicycle with the intention of mastering the art of riding it, as he thought it would afford him a great deal of pleasure to ride in and out of town to and from work. His home is at Hazlewood and the end of his run Pittsburg. After many attempts to ride that wheel he one day last week concluded he would make one desperate attempt and make the run, and he did make the attempt, but it was of no avail, for soon the gallant captain and his wheel were so mixed that when picked up it was found that the wheel was master of the day, and that the captain had received several bruises, and also learned that a bicycle is not a passenger coach. The boys say now that he walks like a car with a flat wheel runs."

\*\*

Peter Long, of Greensburg, Pa., is the patentee of a railway signal time clock which accurately indicates the time intervening between the passage of trains. It is mounted similarly to a danger signal, and the engineer can readily tell by simply glancing at the dials the length of time which has elapsed since the preceding train passed that point. The clock runs regularly and indicates the hours and minutes just as an ordinary timepiece does, but an ingenious device and the time-marking apparatus throw the minute hand back to 12 at the time of the passing of each train. Then the hand moves forward in the regular way until the next train thunders past, when it is again thrown back to 12. Should any one train not be followed by another for an hour or longer period, then the minute hand will stop at 55 minutes and remain there until a passing train again throws it back to 12, where it will begin its 55 minute journey. The purpose of having the hand stop at 55 minutes is to show that at least that time has elapsed since a train has passed that way, which is amply sufficient to indicate "clear track."

\*\*

Of all the queer excuses for delaying a train the following, as given by a Division Superintendent on a southern trunk line, is certainly entitled to the blue ribbon: "We were handling an unusually large amount of freight, and, as is the custom in such cases, were watching delays to trains very closely, calling to account all offenders who

could not show a good excuse. On going to the telegraph office one evening to look over the situation the dispatcher on duty called my attention to a delay of 40 minutes to a freight train, for which the conductor had sent a message report reading: 'Delayed, looking for fireman's teeth.' As this seemed to be a piece of levity, I ordered him to report to the office on arrival. This he did, and to my surprise he confirmed the telegraph report. It seemed that the fireman had just purchased a new set of 'store teeth,' and not being accustomed to them had lost the upper plate, while standing in the 'gangway' getting a breath of air. He promptly told the engineer, who stopped the train, and the whole crew went back with lanterns to look for the property. It was found and restored to the owner and the train then proceeded. The master mechanic was instructed to direct the fireman to keep his mouth closed while on duty, and the papers were duly filed in the records, where they can still be found. I have seen many excuses for delays, but no other case like this."

\*\*

Among the books recently issued from the press is one that will be of especial interest to western readers from the fact that it is the joint product of the literary genius of two western women. These ladies are Mrs. Ilgenfritz Jones and Mrs. Ella Merchant, both of this city. Their work together has been carried on with so little of advertisement that many of their most intimate friends knew nothing of its undertaking, and but few of its magnitude. In its general scope the work is a satire on social evils, showing up the need for a common standard of morality between men and women, and the criminality of vice, whether it be feminine or masculine. The rights society concedes to man in the present social system are shown up by investing imaginary women with them, and the practical argument thus drawn is most convincing. What the authors claim to be the unjust and unnatural conditions of society that give men a monopoly of various kinds of organizations which they have long placed under the general classification of "secret societies," is ventilated in a frank, free manner that one cannot fail to understand. With all of its philosophy, the beauties of nature are not disdained and the descriptions are given with a boldness of touch and a delicacy of shading that must delight the most critical reader. These ladies are to be congratulated, not only upon their complete mastery of so difficult a subject, but upon their candid, refined and interesting presentation of it.

The *Ottawa Free Press* of August 5 contains the following pleasant notice of the picnic given by the Canadian Pacific conductors on the day before: "The Canadian Pacific railway conductors have every reason to congratulate themselves on the success of their seventh annual picnic at Lansdowns Park yesterday afternoon. In the way of variety it eclipsed all previous outings, and went off in a most satisfactory manner. A rare day's sport was provided, and it is doubtful if ever such a grand programme of interesting attractions was better handled in Ottawa. The thousands of excursionists to the city went away well pleased with their visit. They came to the Capital to take in the picturesque sights and enjoy themselves, and that they did so there can be no doubt. Trains arrived from all points along the line in ample time to allow visitors nearly all day in the city. In fact, every little detail was carefully attended to, and the strangers in particular were loud in their praises of the arrangements. The indefatigable management committee composed of Messrs. D. Hopkins, Moore, Colborne, O'Leary and Flegg deserve a meritorious recognition for their noble efforts. To them is due every credit for the success of the celebration. They carefully attended to everything, and left nothing undone for the enjoyment of their many friends."

\*.\*

Nearly all the roads of the country have been cutting down expenses, more or less, during the past thirty days. This reduction, they claim, has been made imperative by the hard times and slack business which made it impossible for them to maintain the old standard of expenditures. In almost every instance economy has found expression in a pruning off of unnecessary trains and the application of the knife to the pay-roll. Wherever the men have been affected the tendency has generally been to discharge as few as possible, and to effect the necessary saving by shorter hours and more frequent holidays without pay. Of late the financial indications have seemed to be better, and all will hope that the worst portion of the stringency has been passed.

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An International Exposition will be held at San Francisco, Cal., from January 1st to June 30th, 1894. The site of this exposition is located in Golden Gate Park and will cover an area of about 100 acres. There will be five principal buildings for the Midwinter Fair, viz: Manufacturers' and Liberal Arts, Agricultural and Horticultural Hall, Mechanical Arts, Fine Arts and Decorative Art, Administration building. M. H. de Young, Vice-

president of the National Commission, World's Columbian Exposition, Chicago, will act as director general and President of the Executive Committee of the Winter Fair.

\*.\*

Thomas D. Messler, of Pittsburg, third vice-president of the Pennsylvania lines west of Pittsburg, died at the Mountain house at Cresson, at 5:20 o'clock, Friday morning, August 11. His death, which had been expected for several days, was directly due to heart failure. For four years past he had been in ill health, he having in 1889 suffered from a severe attack of inflammation of the brain, from which he never fully recovered. He went to Cresson about a month ago, hoping that he would be benefitted by the mountain air, but his hopes ended only in disappointment and death. As a railroad accounting financier he was known far and wide. By virtue of his position as third vice-president of the Pennsylvania lines he was at the head of the accounting department. He was the originator of what is known as the Messler system of accounting, which is in use on a number of railroads. He began his long and honorable railroad career in 1852 at New York in the service of what was then the New York & Erie. His progress was rapid, and in 1856 he came to Pittsburg as auditor of the Pittsburg, Ft. Wayne & Chicago railroad company, and in 1862 was appointed controller. In 1866 he was made assistant to President George W. Cass, and July 1, 1871, he was appointed controller of the Pennsylvania company. He continued in the latter position until 1876, when he was elected third Vice-president of the Pennsylvania lines and controller, which position he held until about four years ago, when the two were divorced, he retaining the former position. Thomas Doremus Messler was born in Somerville, N. J., May 9, 1833, and was in his sixty-first year.

\*.\*

The entire plant of the Terre Haute car works, with the exception of the foundry, burnt to the ground on the 10th inst. The company has for some time been in financial straits, and the works had been closed down, having been re-opened but recently. Between 500 and 1,000 men are thrown out of employment by the fire.

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Mr. J. R. Gamble has retired from the position of division superintendent of the Union Pacific at Leavenworth, Kan., that office having been abolished in the interest of economy and the Leavenworth division consolidated with the Kansas City division. Mr. Gamble has been given a run as conductor on the Kansas Central branch of the road.

On the night of August 9, at 10 o'clock, Assistant Yardmaster Flynn, of the Delaware, Lackawanna & Western railway, was shot by the town constable and fatally wounded. Two bullets entered his body, just below the heart. Flynn and another railroad employé were looking for a burglar who had been detected robbing a shoe store near the railway, and who had made his escape by running along some cars close by. The constable, who was also hunting for the burglar, soon afterward appeared at the cars, and seeing the forms of Flynn and his companion, called upon them to surrender, thinking he had discovered the robber. Receiving no immediate answer the constable began to fire and Flynn fell to the ground mortally wounded.

\*\*

Charles G. Eddy, second vice-president of the Reading system, and formerly general freight agent of the Northwestern railroad, committed suicide Thursday, August 10, in Washington Park, Chicago, by shooting himself through the head. Eddy was a native of New York state, having been born at Richfield, September 22, 1847. His life has been spent in railroad service since his twentieth year, when he entered the office of the Milwaukee & Chicago road at Milwaukee as freight clerk. He was afterward agent of the Central Vermont road at Duluth and general agent of the Chicago & Northwestern road at Council Bluffs. In 1882 he was general freight agent of that road. From February, 1883, to September, 1884, he was the general eastern agent of the Missouri Pacific, and then he became freight traffic manager of the New York, West Shore & Buffalo road. He left that road in 1885 to take the position of vice-president of the Norfolk & Western road, which place he held until February 15, 1893, when he resigned to take the place he held at the time of his death. As second vice-president of the Reading road he had charge of all the traffic matters of that system.

\*\*

The entire Pittsburg division of the Ft. Wayne between Allegheny and Crestline is now operated under the semaphore block signal system. The distance is 189 miles. The division was first, several years ago, put under the signal system as far as Highland, then to Alliance, recently to Massillon and Chippewa Junction, and finally to Crestline.

\*\*

An ingenious automatic device is now in use on the state railways of Bavaria for locating defects in the track. It works on the principle that every low place, or other such defect in the track, causes a shock to the car passing rapidly over it. The arrangement of the apparatus in the inspec-

tion car is such that if the shock exceeds a certain degree of intensity a squirting device is brought into operation, from which either a red or a blue liquid is squirted over the roadbed, making stripes from one to seven feet long, and about two inches wide. The track sections requiring attention are thus plainly marked. The apparatus, it is claimed, will locate defects which cannot ordinarily be detected by the track walker, and will afford evidence of imperfections in the roadbed long before these will show themselves by such signs as battered rail ends at joints, etc.—*The Hea light*.

\*\*

The statement of the Milwaukee & St. Paul road for the month of June and for the fiscal year ending June 30, shows the gross earnings of the month to have been \$2,747,978.93 as compared with \$2,584,778.16 for the corresponding month last year, being an increase of \$163,200.77. The expenses of the month amounted to \$1,743,896.69 against \$1,783,910.05 for the same month last year, a decrease of \$40,013.36. Net earnings for the month amounted to \$1,004,082.24 against \$800,868.11 for June, 1892, an increase of \$203,214.13. Gross earnings for the year amounted to \$33,975,054.71 against \$32,283,508.34 for the previous year, an increase of \$1,691,546.37. Expenses for the year amounted to \$22,488,107.83 against \$20,815,004.50 for the previous year, an increase of \$1,673,103.33. Net earnings for the year were \$11,486,946.88 against \$11,468,503.84 for the previous year, an increase of \$18,443.04.

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The decision of the United States Supreme Court in the case of the Union Pacific against Goodridge, just reported, holds that all shippers must be treated by carriers with absolute equality, and distinctly recognizes the right of law-making bodies to regulate railways through railway commissions, especially the feature of state and federal regulation, which requires carriers to obtain permission of the commission before granting lower rates to persons and places. The case was brought under a statute of Colorado which prohibits unjust discrimination in practically the same language as that employed in the inter-state commerce law.

\*\*

One day the Division Superintendent of a certain railroad running into Pittsburg in passing over his division saw what he thought was a dead bull, and telegraphed the section foreman to bury the bull that had been killed by the cars. In reply he received this: "The bull that the train killed was not killed by the train. He died from eating buckeyes, and ain't dead yet. Will bury him to-morrow."



J. E. Garver, *alias* James Garver, *alias* A. D. Potter, is wanted at Sterling, Ills., where a warrant has been obtained for him on a charge of obtaining money under false pretenses. Is heavy set, dark complexion, two front teeth in upper jaw missing. Dark blue suit with sack coat. Claims to be member of the Order of Railway Conductors and wears the emblem in coat lapel. He has never been a member of the Order, but has worked several frauds on the strength of this claim. If found, have him arrested and telegraph T. S. McKinney, First National Bank, Sterling, Ills.

WM. P. DANIELS, G. Sec.,  
Order of Railway Conductors.

Bro. M. B. Miles, secretary of Div. No. 243, Missoula, Mont., would be pleased to learn the addresses of Brothers William P. Hoyer and Harry A. Talmage.

"The Falling Star."

Some years ago David Barker, a distinguished poet, in the state of Maine, after the birth of his first child, wrote and published the following pretty poem:

One night as old St. Peter slept  
He left the door of heaven ajar,  
When through a little angel crept  
And came down like a falling star.

One summer, as the blessed beams  
Of morn approached my blushing bride  
Awakened from some pleasant dreams  
And found that angel by her side.

God grant but this—I ask no more—

That when he leaves this world of pain,  
He'll wing his way to that bright shore  
And find the road to heaven again.

John G. Saxe, deeming that injustice had been done St. Peter, wrote the following as St. Peter's reply:

Full eighteen hundred years or more  
I've kept up my gate securely fast;  
There has no "little angel" strayed  
Nor recreant through the portals passed.

I did not sleep, as you supposed,  
Nor left the door of heaven ajar,  
Nor has a "little angel" left  
And gone down with a falling star.

Go ask the blushing bride and see  
If she don't frankly own and say  
That when she found that angel babe  
She found it in the good old way.

God grant but this—I ask no more—  
That should your number still enlarge,  
You will not do as done before  
And lay it to old Peter's charge.

A Dark Career.

Call it misfortune, crime, or what  
You will—his presence was a blot  
Where all was bright and fair—  
A blot that told its darksome tale  
And left its mark a blighting trail  
Behind him everywhere.

\* \* \* \* \*  
He stood by the Atlantic's shore,  
And crossed the azure main,  
And even the sea, so blue before,  
About his wake grew dark and bore  
The semblance of a stain.

On English soil he scarcely more  
Than paused his breath to gain;  
But on that fair historic shore  
There seemed to gather, as before,  
A darkness in his train.

Through sunny France, across the line  
To Germany, and up the Rhine  
To Switzerland he came;  
Then o'er the snowy Alpine height,  
To leave a stain as black as night  
On Italy's fair name.

From Italy he crossed the blue,  
And hurried on as if he knew  
His journey's end he neared.  
On Darkest Africa he threw  
A shade of even darker hue,  
Till in the sands of Timbuctoo  
His record disappeared.

\* \* \* \* \*  
Only an inkstand's overflow,  
O Bumblebee! remains to show  
The source of your mishap;  
But though you've flown my ken beyond  
The foot-notes of your *tour du monde*  
Still decorate my map.

—Oliver Herford, in *August St. Nicholas*.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, August 1, 1893; Expires September 30, 1893.

Assessment No. 268, for death of R. E. Fitzgerald, by apoplexy, May 18.

BENEFITS PAID DURING JULY.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
545	264	\$2,000	Death	J. B. Lucas	Consumption	B1000	315
546	264	1,000	Death	C. J. Guyton	Accident	A787	319
547	264	3,000	Death	R. B. Oederkirk	Pneumonia	C4008	182
548	264	2 000	Death	W. H. Beedle	Heart Disease	B4	115
549	264	1,000	Dis.	J. R. Liscum	Loss of Leg	C7969	222
550	264	3,000	Dis.	O. J. Bell	Loss of Hand	C3267	209
551	264	1,000	Dis.	T. F. Williams	Loss of Leg	A1203	14
552	265	3,000	Dis.	W. H. Rudy	Loss use of Arm	C2625	143
553	265	3 000	Dis.	W. A. Brissenden	Loss of Leg	C316	302
554	265	3,000	Death	Geo. Putnam	Heart Disease	C3784	43
555	264	1,000	Death	C. E. Nau	Accident	A836	77
556	265	1,000	Death	W. J. Crawford	Accident	A2269	72
557	265	1,000	Death	T. Farrell	Consumption	A2673	301
558	265	2,000	Death	J. F. McGlinchy	Accident	B1938	337
559	266	4,000	Death	T. Hireen	Pneumonia	D30	36

NUMBER OF MEMBERS ASSESSED.

Series A, 4,106; Series B, 2,239; Series C, 5,031; Series D, 362; Series E, 114. Amount of Assessment No. 268, \$25,695. Total number of members, 12,125.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to June 30, 1893.....\$1,242,346 00  
 Received on Expense Assessments to June 30, 1893.....25,995 00  
 Received on Applications, etc., to June 30, 1893.....22,569 99

\$1,290,910 99

Total amount of Benefits paid to June 30, 1893.....\$1,237,876 00  
 Total amount of Expenses paid to June 30, 1893.....50,882 16  
 Insurance cash on hand June 30, 1893.....2,152 88

\$1,290,910 99

EXPENSES PAID DURING JUNE.

Incidental, \$1.13; Fees returned, \$5.00; Stationery and Printing, \$126.25; Legal, \$50.00. Salaries, \$375.16; Mail List, \$36.60; Expenses Ins. Com., \$171.40; Assessments returned, \$2.00. Total, \$767.54.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months. Salaries includes salary of one member of committee, and the Medical Director for last year.

Received on Assessment No. 264 to July 20, .....\$22,716 00  
 Received on Assessment No. 265 to July 20, .....11,087 00  
 Received on Assessment No. 266 to July 20, .....10,608 00  
 Received on Assessment No. 267 to July 20, .....2,061 00

WM. P. DANIELS, *Secretary.*



*The Agent and Operator* is a most welcome addition to our exchange list. It is a new publication, issued in the interests of the railroad agents and telegraph operators, by Harry W. Webb, of New York. The initial numbers have all been ably and brightly edited, and if they may be taken as the measure for the future, success is assured. The agents and operators are to be congratulated upon having an organ so creditable in every way.

Among many wholesome, breezy chapters of outdoor life in *Outing* for August is a racy description of sport on Wisconsin prairies, entitled "The Madam's Chicken Shoot." Many a weary Madam might study that story to her lasting advantage, for through it all is woven a plea for healthful exercise and for women sharing in field sports too long monopolized by the sterner sex. The author of the story, Ed. W. Sandys, preaches a useful, common-sense sermon in his description of how the "Madam" found health and pleasure on the billowy plains.

It was thought for years that the daily newspaper had filled all the possible wants of the busy man who desired to keep posted on the affairs of the day, but had no time for extended reading. Experience, however, has shown even its condensation to be too extended for the time at command. The need for some more concise and, at the same time, comprehensive exposition of the world's news was met by *The Review of Reviews*, a monthly publication, first issued in England. An American edition was not long in following, and the wonderful success that has followed it is the best possible proof of the need felt for such a publication. *The Review* brings to its readers each month a full resume of all the news, in fresh and attractive form, enabling them to keep fully abreast of the world's doings with but little outlay of time. It makes a valuable addition to any man's reading list, and once taken, will be retained.

The August number of *The North American Review* will be found of especial interest because

of the pertinence of its leading articles. It opens with two ably written papers upon "The Financial Situation" by the Comptroller of the Currency and Governor Pennoyer, of Oregon. With these are two timely articles upon the "Extra Session" from opposite standpoints by Senators Vest and Dolph. All of these will well repay careful perusal. The recent naval disaster furnishes the text for an interesting paper on "The Lesson of the Victoria Disaster," by Hon. Wm. McAdoo, Assistant Secretary of the Navy. Ernest Hart contributes some valuable suggestions in "How Cholera Can be Stamped Out," and in addition there is the usual long list of articles, by able writers and specialists, all of present interest and worth. The August number of this valuable publication may well be placed with the best of the year.

The August number of *The Cosmopolitan* offers its usual feast for the discriminating reader. Among the most interesting of the many papers given is one peculiarly pertinent to the commercial needs of the present time, The Intercontinental Railway. In this Mr. W. D. Kelly presents a very complete and interesting picture of the work accomplished to date upon the project for connecting the two continents. The necessity for some more immediate connection between the commercial interests of North and South America was never so apparent, and any intelligence that it is to be brought about will be hailed with pleasure. In it will also be found the last chapters of Camille Flammarion's wonderful story, *The Last Days of the World*. With these will be found the usual long list of excellent articles, both poetry and prose, all well worth thoughtful reading. The reader will discover at a glance that, while the price of the magazine has been cut in half, the quality has increased rather than diminished.

In 1858, a party consisting of Lowell, Emerson, Agassiz, Judge Hoar, W. J. Stillman, and several others, spent a few weeks of the summer in the Adirondacks, and the story of "The Phi

losophers' Camp" is told by W. J. Stillman in the *August Century*. The following is an extract from the article:

The journey of the company gave rise to an incident which has often been incorrectly told, and which, as a curious comment on human fame, deserves to be told again. The coming of the party was of course made known along the track it would follow, and at Keeseville, where the common roads then ended, the town was agog to see the "philosophers," as they were at once collectively called. But neither Emerson nor Lowell was known, Agassiz being the only celebrity to that world, owing to his having recently refused the offer by the Emperor of France of the keepership of the Jardin des Plantes at Paris and a senatorship, with a large salary, he preferring to devote himself to science and America. The selectmen of the town waited on the visitors early in the morning after their arrival, to pay their respects, they said, but really to see a man who had no regard for money and distinction. They were received formally, the spokesman bringing a copy of a periodical which contained a portrait of Agassiz, which he produced and carefully compared with the lineaments of the professor until he had satisfied himself of the authenticity of the individual, when he addressed his followers with, "Yes, it's him!" and they then proceeded to shake hands with him, the rest of the party being ignored.

The more intimate one becomes with this particular Fair, the more forcibly he realizes the fact that we are, above all else, a practical people. After being duly impressed by the gigantic proportions and artistic excellence of the buildings, for which no praise is too high, we come gradually to learn, as we meander among the exhibits, that those things which excite our surprise and curiosity are generally the results of ingenuity and manual skill. In those departments, for instance, relating to art, literature and history, there is little to startle the traveler who is at all familiar with previous international shows. The best in the art galleries is, as usual, from Europe. There is no dodging the fact that the average American is not over-laden with the artistic sense. His enthusiasm runs in other directions. When

it comes to the outward manifestation of human ingenuity, he is "on deck;" he is "in it" and "with you." The application of electricity to filling teeth, or converting sawdust into table butter kindles in his bosom an excitement he never experienced in the art department. It certainly seems, after a visit to the electricity and machinery, that human hands can do nothing that is not more quickly accomplished by some machine. Not only this, but time and distance count for nothing, and, if we keep on as we have started, the day will soon be here when the man in Maine can shake hands with his friend in Arizona. Already the sun is a hardworking slave. Light, air, water, and, in fact, all nature seems overworked. If she ever strikes it will be an awkward period for us. These mechanical and scientific surprises make it interesting to speculate as to possible sights at our next grand exhibition, say twenty years hence. The man in China, for instance, need not go to the future fair at all. He will probably be able to see and hear it all at home. If he does go he can return to Shanghai for his lunch.—From "Types and People at the Fair," by J. A. Mitchell, Editor of *Life*, in the *August Scribner*.

Residents of the Indiana gas belt are rejoicing over the building of an electric trunk line road connecting all its principal towns direct with Chicago. As outlined, the road will be double track from Chicago to Indianapolis, with single track branch lines from Noblesville, connecting such points as Logansport, Peru, Ft. Wayne and Muncie. Among the great works advertised to be done by this new enterprise will be the reduction of passenger fares to one cent per mile, and a corresponding reduction in freight rates. The management do not promise any great running speed at first, but are apparently convinced that it is only a question of time when they will be able to smash all the existing records. For the present, at least, the headquarters of this enterprise will be at Noblesville. Work is said to have been commenced, by a large force of men, early in this present month, and claim is made that cars will be running within ninety days.



*A useful life well ended is  
Eternity well begun.*

#### **Burgle.**

Bro. Jacob Burgle, one of the most highly esteemed members of Gaudalupe Division No. 275, fell from the top of his caboose when near Hilton, Texas, July 11 last, and broke his neck, death resulting instantaneously. Deceased was one of the oldest members of the Division, and had always been among its best workers. He had been in the employ of the Aransas Pass road for four years and was regarded by the company as one of its very best men. His life and character were exemplary in every way and in his death the Division and Order lose a valued member. Brother J. E. Quirk, as representative of the Division, accompanied the remains to the old home of deceased in Ohio.

#### **Jenks.**

Gaudalupe Division No. 275 has been called upon to mourn the loss of another member, Bro. Z. J. Jenks, who was killed at Shiner, Texas, while in the performance of his duty. Brother Jenks had been running extra and braking for, and at the time of his death, was working under Bro. A. C. Clark, on local freight. While in Shiner, about 11 miles north of Yoakum, they undertook to stake some cars out ahead of the engine, and when the stake fell Bro. Jenks and another brakeman ran in to hold it up. Just as they had it in position the engineer started his engine forward so violently that the stake broke and one of the fragments struck Bro. Jenks in the breast with force sufficient to fracture his spine and cause instant death. The remains were taken to Yoakum and buried under the auspices of the Order, the funeral being one of the largest in the history of that place. Deceased was 43 years of age and a native of Columbus, Ohio. The sympathy of the entire Order will be extended to his wife and aged parents in their great sorrow.

#### **Ledwith.**

On July 27 last Bro. P. Powers, of Monon Division No. 89, was called upon to mourn the death of his daughter, Mrs. Rosia A. Ledwith, aged 25 years. Resolutions appropriately expressing the sympathy of Monon Division with Bro. Powers and family in their deep bereavement were adopted by that body at its next meeting.

#### **Rupert.**

Bro. W. R. Rupert died at Paris, Texas, July 27 last, of typhoid fever. The deceased was a member of Division No. 30, and was given every attention by the brothers of that Division during the illness which resulted in his death.

He was also a member of our Mutual Benefit Department. The remains were taken to Slatington, Pa., for burial. To the bereaved wife will be extended the sincere sympathy of the entire Order in her hour of affliction.

#### **Strome.**

May 14, 1893, Bro. Peter Strome, of Wyoming Valley Division No. 160, was called upon to mourn the death of his son, J. Lydon Strome, aged 2 years and 7 months. Appropriate resolutions of sympathy and condolence were passed by the Division and forwarded to the bereaved parents.

#### **Shafer.**

The members of Division No. 179 have been called upon to mourn with Bro. D. F. Shafer the death of his daughter, Miss Mary, one whose bright disposition and womanly graces endeared to all with whom she came in contact. Resolutions expressive of the sympathy born of this common sorrow have been passed by the Division.

#### **Watts.**

Thomas W. Watts, a well known and highly regarded member of Houston Division No. 7, was killed in the discharge of his duty on the Southern Pacific, Monday night, July 24. At the regular meeting of the Division on the following Monday, resolutions were adopted expressing the sorrow of the members over the death of their brother and extending their sympathy to the children orphaned by that death. Brother Watts held one certificate in the Benefit Department of the Order.

#### **Webster.**

Bro. Wm. A. Webster has recently been bereaved by the loss of a faithful and devoted wife. At a meeting of his Division, No. 211, at Stevens Point, resolutions of sympathy were adopted and a copy ordered engrossed and sent to Bro. Webster.

#### **White.**

Died, April 23, 1893, of acute pneumonia, Mary, wife of our beloved brother, J. W. White. The heartfelt sympathy of Carver Division No. 28, and, in fact, of the entire Order, is extended this brother in his supreme sorrow.

#### **Woodlock.**

By one of those mysterious decrees of Providence, Escanaba Division No. 86 has lost another worthy member. Bro. Woodlock, of that Division, while assisting his brakeman to make a flying switch at Clowery Junction, March 20, 1893, fell under the cars and was instantly killed.

# THE RAILWAY CONDUCTOR.

VOL. X.

CEDAR RAPIDS, IA., SEPT., 1893.

NO. 9.



## CONTRIBUTED.

### A TRUE LOVE.

BY FRANK E. MYERS.

#### CHAPTER III.—SEPARATED.

Fred had gone to far-off Oregon. The separation was painful. The long summer and the sombre autumn and the imprisoning winter dragged their slow length along in wearying tardiness. Of course Fred never forgot to write at least once a week and sometimes twice, and alone she devoured the tender, assuring, soul-breathing missives and fed her love on the unutterable things she read between the lines.

And then of evenings, when she was not engaged at work, she composed herself to dreamy, longing, loving moods and in this frame of mind wrote long and heartfelt letters to Fred—her Fred. 'It was so sweet to be able even to talk to him on paper, if not face to face. His letters were so devoted and so full of never-dying love. She was sure no two persons ever before in all the world loved as they loved. It was Fred's love, and that was quite convincing proof to her that no one could love as he did. As for herself it went without saying, that no one was ever quite so true as she was. But that is the way we all think. How precious is first young love!

One bracing winter day Sim Lamberquin "drapped in jis' fer t' see her a small minute." Sim's outer breast coat pocket was fairly bursting with newspapers and letters and other documents pertaining to business, and his limber-brimmed felt hat practically rested on his ears. His arms

ran too far through his coat-sleeves, and he seemed to have grown too far through his breeches. I've no sort of doubt, kind reader, you have seen somebody very like him many times in your life.

It was impossible for Helen not to smile at him. But still she was not displeased at seeing him. He pulled off his hat awkwardly and hung it on his foot which rested on his knee, and talked like one who was afraid his words would quarrel if he spoke more rapidly.

"I jis thot I'd fetch y'u some news from the papers, y'u know, some as how y'u didn' git to see," and he laboriously hauled a paper out of his stuffed breast coat-pocket. Then he began to open it, and turn it over and over, and fix his eyes painfully, earnestly here and there, and after turning it about and gazing at the same places three or four times he said, triumphantly popping his finger upon the spot and leaning back in his chair,

"Ther's the blamed thing—at las'! I never knowed afore the confounded thing was so all-fired hard ter find; 'f I had I'd a foun' it afore I kem, y'u see. But then ther' 't is, az big 's life, all wool 'an' a yard wide." And he smiled as if he had uttered a *jeu d'esprit*. His smile was itself a broad comicality. His mouth looked like the spot on a smooth surface of water where a heavy stone had been suddenly dropped in.

Helen took the paper from his broad palm.

"I jis thort I wanted y'u t' see it, 'n' I jisreckoned y'u'd like t' see it, 'n' so, y'u see, I fotched the paper."

"Very good in you to do so."

And she read mentally, at the same time trying to respond to him, who did not know that talking when reading made any difference to anybody but himself:

"Portland, Oregon, March 10.—In the late great railroad wreck near this city Fred Huston, the engineer of the ill-fated train, did an act of heroism that ranks with Sergeant Jasper or Arnold Winkelried, though it will never get into history as did the acts of those valiant and patriotic men. The engine left the track and pulled all the train down the embankment after it, but Huston, with remarkable coolness, reversed his lever and applied the air-brakes, and staid with his engine. It rolled over in its evagation down the embankment, and at the bottom of the ditch was literally piled high with the debris of the smashed coaches. The brave fellow had to be cut out of the ruins, and unreal as it may seem, he was not injured to any serious extent. He could have abandoned his engine and saved himself, but he preferred to die rather than leave his post. For this heroic act his union friends gave him a fine gold watch, and the railroad company, forced by public sentiment, presented him with a purse of one hundred dollars. The passengers, none of whom were killed though several were injured, promptly made him a purse of one hundred dollars and presented it to him with warm words of commendation. Huston's fireman would have been killed had he not ordered him to jump from the engine before it left the ties and started down the dump, or fill. It is but expressing the truth when we say that Huston is the lion of the day."

As Helen read this, tears of admiration glistened in her eyes. She was now more than confident that the wreck she was in would have been worse even than it was had Fred not been at the throttle. These fair words in this paper were far sweeter to her than any words could possibly be which were said of herself. Her heart glowed with a rich and pleasurable delight.

"I'll be hornswoggled 'f I don't believe that air feller Fred Husetop, er suthen like that air, was n't born ter die, 'n' I don't believe airy wrect kin be hatched up ter shet off his wind. He's a good 'n an' I knowed it ever since he tuck me outn that wrect that air time, y'u know; 'n' I'm most altogether shore I'd a died right ther', 'f he hadn' a dun it—he's a good 'n, an' I thort y'u'd be orful glad shore and sartin ter read 'at about 'im. Y'u see, we're both ov's instred in 'm, becuse, y'u see, he tuck us both from out the wrect that air time. Gosh!" He shook his head as he uttered this ejeculation like a child does when it is forced to take some disagreeable potion.

"I'm very sure I am thankful to you for letting me see this. I had not seen this praise, merited

of course, before. He is a grand fellow to be sure' Sim did not know what meaning she put into this last sentence. He supposed she was only interested in him as he was.

"Yaas—grand feller. 'F I didn' know he was a grand feller I'd a never thort it; he's a grand feller, because I know it. To think what scads o' money they giv 'im, 'n' he never axed fer it; he's too spunkey fer 'at. They jis guv it to 'm." And he spit far across the room upon the carpet.

"I think that was a just recognition of his bravery. It requires, I should think, a good deal of steady nerve to go down with an engine when a man could jump off and save himself." There was a nameless kind of joy to her to be able to say this.

"I could n' zactly understan' what *lion* was in that air piece. It didn' mean ter slan'er him an' call him a snortin', roarin' beas', did it? Ef 't did I want to go out ther' an' lick the feller what writ 'at—perviden he'll let me."

"O, no; that means he is the greatest man among them at this time," Helen explained, a broad but suppressed grin suffusing her face.

"Wall, 'at 'll do—I say, 'at 'll do; but 'f they 're goin to call that air Fred feller names o' beas's—why, 'at air 'll git my dander up poorty mighty quick, I told y'u."

And thus they talked for some time. Sim found a satisfaction in talking to Helen about Fred that no other topic in the world could afford, and Fred was his never-failing theme when he came. Of late he never entered Peoria but he called on Helen, and she was justified in suspecting that this horny-handed son of the soil had the rare-ripe courage to conceive a love for her and imagine she loved him because she treated him kindly. If such was the case, at the first opportunity she must undeceive him, but in a way not rudely to offend him. She was sorry for him. Hereafter it would be well for her not to be at home to him, except perhaps once in a great while. And this was the decision she reached.

However, on this occasion he put on his hat and departed, without one word of what lay concealed in his inexperienced but honest heart. Helen rejoiced.

The mail in a day or two brought her a letter from Fred, telling her all about the wreck, but saying very little about himself. She thought him too modest, and wanted to hear more, but the praise she hungered for was not written by him. He spoke of his rolling down the embankment with the engine, and of his rescue and of the several gifts he received, but he told them in such a matter-of-fact way that his version of the whole affair was not satisfactory. These were the

only words in the letter that burned in her heart—burned as she wanted all to burn.

"God has spared my life this time for your own sweet sake, Helen, and I hope the time is not far distant when our lives will be joined as one forever. O, it has been so long—so long—since I saw your sweet face and heard your kind voice, and I long with a not-to-be-satisfied longing to be with you never to part."

Pressing these emotional words to her lips, she allowed a tear to swell over the brim of her eyes, roll down over her cheek and fall away, purely for the pleasure there was in it. They were heart-words that went to the heart—touched the right spot—thrilled her being with pleasure. Over and over she read them—just as she did all his letters until she could repeat them word for word, until they became a part of her inner consciousness.

About the time another letter should arrive she read in the papers:

"The train that was due in Portland [Oregon] this afternoon at six o'clock was wrecked about fifty miles south of this city. The reports are very meagre at this writing, but it is understood the engineer and fireman and about a score of passengers are killed and nearly all the others on the train injured in some manner or other. It is said the engineer was recently in a wreck on the same road, and exhibited much bravery, for which he was roundly rewarded."

Helen did not do what novelists usually have their heroines do—she did not faint. No, but she pressed her hand to her brow, and with an expression of pain that words, in the hands of the most skillful artist, cannot depict, she uttered:

"Fred!"

What agony.

Then she composed herself, simply breathing: "Thy will, not mine," and she went about her duties much as before. But the one she loved was no longer upon the face of the earth, and life had lost its magic charm. The destroyer had smote her, hip and thigh, as we read in the Bible, and there was nothing—*nothing* to live for. Her treasure was gone; death had robbed her. At one blow he had widowed her soul forever! Nevermore! Nevermore!

"Fred!"

There was a long silence!

But such is the fate of the railroader. The dangers that surround him are multifold and constant, and few think of just what he has to endure, of just what courage he possesses to brave the dangers he but too consciously knows lie in his daily pathway. Great is the soul of a railroader! They go down to death like heroes.

#### CHAPTER IV.—A LETTER.

More than two months after she read the horrible news of the death of Fred Huston—she knew it was he—she tolerated a call from Sim. It was a selfish spirit that allowed him to cross the threshold of her home, for she wished to hear him speak Fred's name in a commendable way. She longed to hear of Fred, and this was the only way in the world she could devise for hearing his name spoken in a manner that would not strike daggers to her heart.

The clumsy, long-gaited farmer entered with a crushing smile, while his feelings were lifted up to the seventh heaven of Swedenborg's.

"I jis kem in like ter speak a word with y'u, which is n't a very hard thing fer me to do, y'u see, fer I've known y'u so long as it seems we're old frens. Bein' as I was in town to-day on a little biz, y'u see, I jis thort I'd drop roun' a minute."

"Why, surely," laughed Helen, almost the first time she laughed since she read of Fred's death. This man Sim always provoked her "risibles," as an old gray-head she knew, invariably called it.

"Y'u've hearn, o'course that our Fred feller—I can't think uv 'is other name—died in a recent wrect, 'n' I know he went under like a brave 'un, fer he's jis 'at kind uv a feller, 'n' I'll bet y'u he wunk out with a heaveni smile all over 'is face, fer he's jis 'at kind uv a feller, y'u see. I 'low they'll put him up a big monument in honor of his death, fer ter keep his name goin' over the kentry all the time, fer he deserves it 'n' orter hev it; 'n' I would n' be a tall sprised ef they did n' write his history in a big book, fer he's jis 'at kind uv a feller; an' 'it 'ud be mos' tarnation mean ter let 'im go 'thout a monument, er book, er suthin o'that kind. O, he's the best sort of a feller I mos' ever seed."

In spite of the fact that this was arrant nonsense, it had a grateful strain in it for Helen. Often and again her heart would cry out in silent anguish that found no echo anywhere:

"Fred!"

And then she would relapse into the silent gloom that admitted no sunshine anywhere. As a matter of fact her pent up nature found relief in Sim's garrulity. The ways of the human heart are strange.

"Have you seen the notice in the papers about his death?" she asked Sim.

"Yaas, I seed it in my paper, which I git onct a week, an' when I read it my eyes danced roun' so I couldn' see the lines, 'n' I've an ideer suthin kinder watery like kem into 'em, a sort ev tribit, es the big fellers say, ter a good man what's gone

the way of all the airth prepared or unprepared. I'll be willin ter bet a summer coon skin he's gone right smack up to glory first dive, fer the brave they say kaint go no w'ers else, 'n' y'u know the papers before said he's as brave as a lion—thepapers said it a heap nicer 'n I kin say it—But they said it, 'n' its true—true as gospel preachin', fer the papers said it."

"I'm sorry he's dead." She scarcely knew she said this, so wholly absorbed was she in her own solemn thoughts.

"Some 'm I, mos' confounded sorry. Sorry's no name fer it, I sock, 'n' ef sheddin' tears 'u'd fotch 'im back ter life again, 'kase he saved my life at a time when I needed savin' mos' orful bad, I'd weep rivers of warter 'n' shed streams of tears, but y'u know its no use ter cry over spilt milk—'n' that's all. It's a rale pity—rale pity he's kicked the bucket so soon in life, fer he's a bully good sort of a feller, fer 'es jis 'at sort uv a feller. I'll bet my bottom dollar 'e died like a No. 1, like an 'A 1,' ingineer w'at knowed w'at he's about when he was winkin' out."

"I think the company for which he worked will miss a good man," said Helen, sadly.

"Now, y'u're shoutin'—y'u bet it will. Good man! I should smile! Good man! of course—to be sartainty—every inch of him was born in the right sign of the moon. 'Taint all as kin say 'at."

Sim shifted first one foot and then the other to his knees, and he twisted about in his chair like a man with the fidgets. But he was not conscious of his mannerisms.

Wearying of his gabble and seeing no manifestation of a disposition to go away, Helen at length excused herself on the plea of indisposition, and thus dismissed Sim from her presence.

Time wore on heavily. Helen refused to go into society, or permit gentlemen callers—she was in heart-weeds, so to speak. Her mother saw the decline in her health, and felt alarmed. Her friends said she was going into the fatal stages of consumption, and predicted that when winter passed and spring came again she would die. So true was her love that she preferred to die rather than live where Fred was not. O, noble Helen! few are as eternally faithful as you are!

Far along toward the close of the summer something changed the whole tide of her gloomy thoughts. A letter came to her from Portland, Oregon, and it chased the clouds away and lifted her upon the height into the bright sunlight of joy at once. It was both a revelation and a revolution—a revelation in the glad news it bore, and a revolution in the state of her feelings. She danced about the house in her ecstasy and kissed

her mother in wild delight. There was a new light in her eyes and a better color in her pale cheeks. Let us read a portion of this letter so we will understand the nature of her joy and new lease upon life. We read:

"DEAR HELEN—The fates have pursued me three times and three times have I been spared. The last time I was almost caught, but I am able after many months to write you. The papers reported me dead, but I am not. At first I was taken up from the wreck for dead, and that accounts for the report. My long silence is due to my long confinement in the hospital and a broken arm that would not permit me to write.

\* \* \* \* \*

"I was at my post when the engine went down in a bridge. My fireman was killed, but I escaped; but with many bruises and crushes and cuts. Every coach of the train went down, and many were killed and others wounded.

"I felt all the time that you had read in the papers of the wreck, and of my reported death, and I tried and tried to send you a dispatch, but the superintending old physician, a crusty old dog—he was the company's servant—said it was no use to worry my friends with such news, they would hear it soon enough, and so he would send no word for me. Singular and unusual as this may seem, it is true.

"My arm is fast growing well, and I will be able to work again in about three weeks. I am heartily tired of hospital life.

\* \* \* \* \*

"My dear Helen, I cannot live longer without you. My trying hospital life gave me much time for thinking, and I'm resolved to live and die with you. I have little money and cannot afford to go after you, but you will find a ticket enclosed paying your transportation from Peoria to Portland. If you love me, dear, come at once—without delay—and may the God of heaven bless you and send you safe to me,

"Write or dispatch when you will start.

"Thine as ever, FRED."

It must be confessed that she had some misgivings about taking such a long trip, particularly in view of the fact that she had never traveled alone. Indeed, she had not traveled much at all, for her financial circumstances would not suffer that. But by the eager counsels of her mother she decided to make the long journey alone.

Then there was hasty preparation. A new traveling suit was made, and other paraphernalia suitable for a young lady about to marry. Her trunk was packed, and checked through to Portland. With a small grip, containing a few necessary articles for use on the way, she was ready to start. She sent a telegram that on September 22d, Thursday, at 2 o'clock P. M., she would take a Pullman sleeper for Portland. This message was sent in just two weeks after she got Fred's letter.

"Are you perfectly satisfied to go, Helen?" asked the fond mother, with tears in her eyes, as they sat in the depot waiting-room just before bidding her daughter good-bye, perhaps forever

It was a great undertaking for an inexperienced young lady, but Helen loved, and besides she was courageous.

"I am ready to make the trip. I of course tremble, but an irresistible call has come out of the west for me and I must go." She strove to be brave at that moment for her dear mother's sake.

"I shall miss you, darling, but I will not stand in your way. My love I put aside for your good. Go, and may heaven's choicest blessings be upon you." There was a decided tremor in Mrs. Butler's voice. She choked back her tears. She was giving up her daughter, and might never see her again. She was going so far away. Few parents are so self-sacrificing and so considerate.

"O, mother, be strong. I shall write to you almost daily. It will not be so much as we think it is."

"I hope you will have a nice trip, and have no trouble on the way. My prayers shall never cease to go out after you. O, how lonely it will be!"

"I shall always be with you in the spirit. We will never be apart. Don't forget, mama dear, that I am going to Fred, and he will take care of me."

"I've no doubt. But suppose—have you thought—suppose he fools you. Wait. I do not say he will; I do not think he will. But the good general before the battle always prepares a

way for retreat, though of course he counts on victory and fights for victory."

"He will not fool me."

"I know; but what would you do away out there if he did?"

"I would—return," solemnly.

"But how? You have no money."

"I will earn the money, mama, and then come to you."

The thought saddened Helen. Her mother had suggested a contingency she had not thought of.

"Train for St. Louis," shouted the depot porter. Then there was confusion, and elbowing of each other. The train slowly came up. Many good-byes were said. Some shed tears. The daily romances of nearly every station in the world were repeated then and there.

"Good-bye, mama."

Mrs. Butler and Helen clasped each other, and tears streamed freely down over their cheeks.

"God bless you," said Mrs. Butler. And she turned away with a heart overflowing with emotion that she could not swallow.

Helen sat down in the parlor car, and as the train moved away she waved her handkerchief at her mother in silent good-bye.

## THE INDUSTRIAL VORTEX.

(NO. 2.)

BY JOSE GROES.

One of the keenest social analyses of Thomas Carlyle is as follows: "A man willing to work and unable to find work is, perhaps, the saddest sight that fortune's inequality exhibits under the sun—he might be put on a level with the four-footed workers of the planet, which is his! There is not a horse willing to work but can get his food and shelter in requital; a thing this two footed worker has to seek for, to solicit occasionally in vain. And yet it is currently reported that the two-footed worker has an immortal soul within him."

The above refers to conditions in England over 25 years ago, to England, already then by far the richest nation on the planet, a nation which, by her insular position, is the only one in the European compact which has not been subject to the drawbacks of actual and possible invasions from large continental armies, a nation which, by that insular position, and her natural geographic center for the world's commercial relations, has enjoyed better commercial advantages than any modern nation outside of our own republic. All the same it is there, that the two-footed worker

with a soul within him, as we have always been told, already 25 years ago, was subject to beg for work, for the naked privilege of keeping alive, and could not be sure that he would not be denied even that barren privilege. And matters have been growing worse all along for the last 25 years, not only in England but everywhere in civilization, and nations have been growing richer and richer year after year! That is, somebody has been growing richer in every nation.

Look now at the fact that never before in the history of the world was education so widely diffused as in our days, never before had men acquired so many political rights, if we except Greece in her best periods. Besides we have today, in this nation of ours, more churches than any nation ever had, more charitable organizations and charitable people than any nation ever enjoyed. Never, never before more earnest prayers were addressed to the Father of all mercies for the good of the race, and yet never before was it half as difficult for that two-footed worker, with a soul within him, to find work with which to make both ends meet!

I wonder if my dear readers can realize the depth of social iniquities which alone can be responsible for all the above! What would Thomas Carlyle say if he were here among us to-day, in this grand majestic country of ours, with our immensities of natural resources, with our inventive genius, by which the average man in an hour's work can produce what it took the average man 10 or 20 hours 25 years ago? Besides what is the use of our having a soul within, if our body is subject to find no work with which to even half feed that body which envelopes a soul, which protects that soul, for the time being? Shall I complacently say that I don't need to bother about the situation, because just now I manage to live pretty well with my \$1,500 or \$2,000 annual earnings in this or that position, and that through my superior intelligence I shall always be able to handle my own canoe? If the writer had children he would tremble for them even if he was rich enough to leave \$5,000,000 to each one!

Each historical period has no doubt had its dose of uncertainties; but it is doubtful if ever before matters were quite as bad as to-day, in that question of uncertainties to all. The very rapidity with which some rise from poverty into affluence, that alone indicates, the corresponding velocity with which some fall down from affluence into poverty. All in life is a question of relations, ebbs and flows. When a cyclone sweeps through the prairies, who that is there can be sure to escape its fury? When the equinox lashes the Atlantic waves as if it intended to uncover the oceanic bottoms, where is the ship large and strong enough that it does not rock like a toy at the mercy of wave and wind, and surrounded with the clashing forces of nature?

All the same natural forces are essentially beneficent or conducive to teach men how to correct and suppress the evils produced by previous human blunders. The equinox is the grand semi-annual atmospheric purifier with which to prepare all living organisms in that transition from summer up into winter, from winter back into summer. The cyclone in the prairies tells men that such prairies were made uninhabitable by human deforestation, and should not be invaded by men but in proportion as reforestation takes place. But who forces men to invade countries that are not yet inhabitable? Yes, who does that? We shall answer that question with another question. Who forces the two-footed worker to beg for work—that worker with a supposed soul within him? Because, as a matter of fact, the theologian has always told you that the two footed worker has no soul worth having. He simply has a soul which fell, 6000 years ago, in that cele-

brated garden of Eden, of which so much has been said with so little profit. A soul that happened to fall and has not been raised up, after 60 centuries of human progress, and nearly one third of that time what we call christian progress! What kind of soul is that soul, I wonder? A soul that may get an inheritance in heaven if he does what the theologian tells him, but a soul who is never sure to even find work on earth, work to barely cover the most indispensable animal needs!

Perhaps most of the disasters of humanity arise from the fact that we have never seen fit to understand the 1st and 2d chapters of Genesis. In the 1st chapter of that grand book in that grand series of books that we call the Bible, in that 1st chapter of the Genesis God creates man, after his own image and likeness, in single and in plural, the individual and the species, with power to replenish and subdue the earth. There we have God's *generic man*, a veritable king in space finite and time temporal, as God is the king of time eternal and space infinite. No forbidden fruit anywhere as yet. Men in peace with nature, and so in peace with the Creator; with His forces and natural laws.

Thousands of years may have elapsed, for all we know, between the events related in the 1st chapter and those in the 2d. The 1st chapter closes with the 6th day or great historical divine period. The 2d chapter opens with the 7th divine historical epoch. In that chapter God takes the man and places him under extra advantageous conditions, in Eden. It is that man that falls. The generic man, the species, has not fallen. The man that falls is the one who, like Adam in Eden, repudiates a God-like civilization and prefers to have a human civilization of his own.

There is the moral lesson of that fall with which our friends, the theologians, have always tried to shovel the sins of civilization on God's beauty and God's love! And what a hash they have made, all along through history!

No wonder that the two-footed worker, with a soul within him, is often forced to beg for work, and now and then even work is refused to him!

No wonder that even when the two-footed worker is at work, he never knows how long it will last. Much less does he know how long he will keep the wealth he may have accumulated! All because of a human civilization repudiating the God-like one, the one that God is constantly offering us through his laws in the order of nature, through his injunctions in the order of morals! All because of religious fatalism with its misinterpretations of divine teachings. All because of human pride and infatuation!

It stands to reason that the men who fall and

are constantly falling, virtually denying the existence of God and a God-created human soul, a soul after God's image, the fellows in question are those who directly or indirectly assert that we have not been given the power to establish righteousness on earth, that we have only the power to keep on, for ever lame and incomplete, forever more or less surrounded with social deformities! And as a matter of course, such men are the ones responsible to God for such deformities, including that prominent one of the two-footed worker, at work for poor pay, when not out of work, however willing to be useful.

And the more you stop to think about it, the

greater that enormity grows, that of men willing to work and finding no work! There is not even the shadow of justification for that deformity, which has been growing among us for over a quarter of a century, in the midst of boundless natural resources. Even if we had no other evil, in this nation of ours, that alone converts our christian civilization into a naked farce. And the farce shall go on until our two-footed workers kick the two-footed monopolists out of church and state. They have run the state, the nation, and the churches, long enough. And what a nauseating mess they have made, of all churches and all nations.

TO BE CONTINUED.

### R. R. SAFETY APPLIANCES.

Of the many valuable addresses delivered before the World's Railway Commerce Congress, held in Chicago recently, none was of more direct interest to train men than that of Hon. L. S. Coffin upon the subject given above. The following is the full text of this able effort, being its first presentation to the public as given before the congress:

*Mr. President, Members of the Congress:*

Doubtless no paper read before this most eminent Railway Commerce Congress will have to deal with a question of greater vital interest, both to the great traveling public and to the now vast army of R. R. employés than this of safety appliances as connected with handling cars and running trains.

Great and absolutely beyond the grasp of the mind to properly conceive of the value to us as a nation as are the advantages accruing from railway transportation of what we call freight; still all this weighs as of little worth when life is in the other scale of the balance. This trite saying expresses it, "What is all this world to a man when his wife is a widow?"

What matters it if I can take my cars of stock to a great central market from my farm 500 miles away in 24 hours, if after disposing of that stock, at good prices, on my homeward journey with the proceeds in my pocket, I lose my life in a wreck caused by lack of proper safety appliances?

While we want quick transportation for our stuff we want safe as well as rapid transit for ourselves more. But when in the history of the marvelous development of railroad facilities shall we begin the discussion of safety appliances?

A careful study of the exhibits in yonder Transportation Building will not only surprise but serve to correct us in the matter of dates as to

the original idea and use of rails for roadway, for heavy traffic. We are so accustomed to look back to 1830, when the Manchester & Liverpool railway was opened, as the birth of railroads. While it may be true about that date commenced the application of steam for propelling carriages upon "tram" or railways, we must go back yet 200 years further at least to find the first railway used in England. It may help our memories some to associate the first recorded use of rails laid from the collieries at New Castle to the shipping docks, with the landing of the Pilgrim Fathers upon the shores of this New World. These rails were made of plank 6 feet long, 4 inches thick. These wooden rails were in course of time worn and rendered unsafe, and to remedy this plates of iron were spiked upon them, and the men who did this work soon became known as "plate layers," a name to-day used in some parts of England to denote the men who lay the safer 30 feet steel rail, 85 to 90 lbs. to the yard. Striking contrast truly between the kind of rails.

These iron plated rails of course caused rapid wear to the old wooden wheels of the carts and for safety in 1750, cast iron wheels were introduced and in 1765 and 7, iron plated rails gave place to cast rails 3 feet long, 4 inches wide, with a flange on the inner side to guide the wheels.

In 1789 engineer, Mr. William Jessop, in building a railroad from Loughborough, Leicestershire, made a wonderful forward step in the safety line by abandoning the flanged rail and bringing in the "flanged wheel." Here, let us note, was the advent of one of the great safety appliances upon which depend the safety of all railroad travel and traffic of the present hour, viz: "The Flanged Wheel."

Who of us ever think when rounding a sharp curve in a palace car at 40 to 50 miles an hour, that

William Jessop, an almost forgotten engineer and mechanic of England, 100 years ago invented and brought out the very idea that to-day is the greatest practical safety appliance that holds our flying trains in safety to the rail?

It might be interesting and instructive to follow up step by step the changes and progress made both in wheel and rail, as well as in the sub structure; but over there in the White City this can all be taken in by object lessons. How natural, too, it was to think that the firmer and more solid the foundation upon which the rails were laid the safer it would be, and at what immense cost were stone pillars and sleepers put down on which to lay the rails. How many thousands of dollars it has cost to learn that "elasticity" in the sub structure is an essential safety appliance. Not only in Old England, but in our New England, early pioneers in railroad building had to pay dear to learn this important lesson.

But leaving these days of small beginnings, which, however, are not to be despised, we come down, or rather up, to our wondrous and grand, magnificent achievements. It is utterly useless to attempt to find qualifying words to suitably express the status of railroad transportation as it confronts us in this year of our Lord, 1893, and as we see it in epitome in yonder building. To say that to-day the safest possible way of locomotion is by the steam railroad car is but simply stating an absolute fact.

Here is seen the crowning triumph of inventive talent, mechanical ability and skill such as the world has never before witnessed. A passenger train of cars hurled through space at the enormous velocity of 65 to 70 miles an hour, with as much and more safety to each of its 200 or 500 passengers as if riding behind his own old family horse drawing the stout family wagon, is the marvel of this present hour. Somebody, somewhere, has done a great deal of hard thinking, and somebody has done a great deal of honest and faithful experimenting, and reduced to practical application the results of this hard thinking.

All of us who take part here can well remember the nervous fear we had of telescoping when riding on trains prior to the advent of the Miller hook and platform. Some of us may carry to our graves the scars received from the jerks and shocks common to all passenger trains coupled with the old style link and pin and controlled or attempted control by hand brakes. In the blaze and glory of the achievements of the present in railway travel, it is difficult for us to realize that it was so few years back the public was so well pleased with the, to us now, unsafe and rude appliances on trains.

The advancement in safety appliances on passenger trains is something wonderful for the rapid succession of improvements. To the memory of those who have participated in and have been in a sense a part of it; it is nearly like that which presents itself to the eye in the transportation building on the grounds in the park. We are looking for the moment on the crude, the rough, the now would be uncomfortable, the slow and tedious, and in many respects unsafe methods of travel of the near past. We turn in the next minute we are revelling in all the luxurious belongings, time, distance, and danger annihilated, vestibule palace train of the now, and standing at its head this marvel of our century the present improved locomotive 999 and its equal fellow. But what one thing of all that so greatly interests every spectator in these magnificent outfits for rapid and safe transit above all others, gives such unparalleled safety to that ponderous engine and its modern parlors and sleeping apartments on wheels?

Next in importance for safety to the flange on the wheel which holds that wheel to the track is the necessity of some mighty power to grasp that wheel in a vice like grip to stop its roll when its continued motion would carry the train to danger. The common hand brake was found to be on this greatly increased weight of improved engines and cars utterly incompetent and unsafe. Various forms of power brakes were brought out by inventors: chain, buffer, straight air, vacuum and other forms of brakes were tried, and while some of them were a great advance over the hand brake, yet the great want was not met until the advent of the Westinghouse automatic air brake. The myriads of humanity that now travel owe a debt to George Westinghouse, Jr., which they can never pay. It matters not how many good and great inventors may travel in roads now made plain, to George Westinghouse, Jr., is due the honor of going ahead and blazing the trees that enable less daring ones to follow.

It is not the design of this paper to advertise or unduly extol any one method or man; simple facts and strict justice are the ends sought. The speaker perhaps more than any other man outside of railroad circles and the inventors and makers of power brakes, can speak with more confident intelligence upon this point, and he hopes to be able to do this without offensive egotism. It was his privilege as a state R. R. Commissioner of Iowa, to be honored with an invitation from the committee of experts from the Master Car Builders' Association to participate in the renowned brake tests at Burlington, Iowa, on the C., B. & Q. road in charge of this com-

mittee in 1886 and 7. While the object sought in these tests was to find some practical power brake suitable for freight train service, the want of which was beginning to be felt as imperative, and which will be discussed further on, yet as a result of these remarkable tests under the faithful and most conscientious work of that committee of experts, of which G. W. Rhodes, superintendent of motive power of the Burlington railroad, was chairman, we have now the quick acting brake brought out in the fall of 1887 by Mr. Westinghouse, which gives so much greater safety to every passenger by rail. As already intimated, it matters not how many firms may now be making a quick acting brake, the name of George Westinghouse, Jr., should, and will, be handed down by railroad historians of railroad safety appliances as the one man whose wonderful inventive ability has done more to make travel by steam railroad so almost absolutely safe than any other man in the world.

Right here it might be in place to analyze briefly the "why" these amazingly rapid strides in all that not only pertains to safety but comfort on our railroad trains, and also to ask the question—is there need of any compulsory legislation to enhance still more the safety of travel on passenger trains? I am very frank to say that I have always felt that this whole matter would take care of itself. There never has been and, in my judgment, there never will be, any urgent need of legislation upon this particular subject: viz: Safety to passengers. Why? Simply because the great law of competition will take care of this better than any legislation, state or national. Let one road abolish the stove as a means of heating its cars and publish that fact, its competitors and parallel neighbors must do so, too, or see its customers going to the safer heated cars. The same is also true of lighting methods. "Let one road advertise that its cars are lighted with Pintsch gas and absolutely safe," while its competitors use other and less safe means, and the fear of being in a burning wreck, set on fire by unsafe lamps, will drive travelers to the cars with safer lights.

There never has, I repeat, and there never will be, in my judgment, any great necessity for laws requiring safety appliances on passenger cars and trains. So great is the strife to secure passenger traffic, as a mere advertising method, it is cheaper by all odds to use at all times the best known practical safety appliances. And with what a miracle of superb excellences and luxurious comfort and with all known appliances that will add one iota of greater safety are our passenger cars now perfected. The enterprise of

all our roads of any considerable importance shown in this direction is worthy of all praise. No general manager or president has to beg long for necessary funds from the board of directors for this purpose. To-day America stands far ahead of all the rest of the world in her appointments for comfortable, luxurious, rapid, cheap and safe passenger traffic; and competition will take good care that neither of these conditions will ever be lowered. If ever the aid of the law-making power should be invoked to regulate anything in regard to passenger traffic, we need not be surprised to see it used to restrict speed and competition. We may yet find it necessary to control competition by law as a matter of safety appliances both to distant and innocent stockholders of railroad property and also as a means of safety to the traveling public. There is a growing mania for fast trains as an advertising scheme, yet who of the wisest in railroad lore is yet ready to say where the limits of speed and the greatest reasonable safety meet? All along the history of railroading the impossible of to-day has been the practical of the to-morrow.

But I am aware that I was honored with a request to prepare a paper upon safety appliances to be read here because of my supposed interest in this matter as connected with employes in the freight train service.

A wide field opens out before us as we enter upon the discussion of this part of the subject. We are to meet with facts here that should be dealt with frankly, candidly, and yet in plain, unvarnished truth and justice. It is reported that there are now something like 800,000 to 1,000,000 men employed by the railways of this nation; of these, say 250,000 men are employed in train and yard service. The reports of the state railroad commissioners in states where the law creates such officers, and the reports of the Inter-State commerce commission show that out of this 250,000 not less than 25,000 meet with casualties yearly. Many fatal, more making them cripples for life, and still more painful injuries, but which allow of partial recovery so that the victim returns to work. Neither of these sources give us all the exact facts. Some states do not have a state commission board, and purely state roads are under no law by which they are required to report to the Inter-State Commerce commission. Hence, we can readily see we do not get from these sources reports of all casualties to employes. The National Association of Railway Surgeons at their annual convention last year at Old Point Comfort, in Virginia, made, I am told, the astounding report that the preceding year furnished over 31,000 sub-

jects for their investigation and skilful aid. This is simply horrible and challenges credence. Over one in every eight employés in handling cars and trains in this country must be either killed or more or less maimed every twelve months.

As a rule the railway surgeon catches all that are badly hurt. Thousands of others get slight injuries that never come to the surgeon. There is at present no way by which we can get reports that will give all, but, in the name of humanity, is not 31,000 enough for one short year? Who can realize all that that means? Something like 3,000 are killed outright. These, too, are all strong, able-bodied men, right in the flush of manhood. From my investigations, which need not here be detailed, I can, with great confidence, say that at the very least fully 50 per cent. of this large number are killed or injured from these two causes alone, viz.: The continued use of old-style hand-couplers and the hand-brake.

Before this audience I need not dwell on the terrible facts here brought out. I will merely ask you to estimate for yourselves this: If last year the old link and pin draw bar and the hand brake called for the lives, limbs or untold sufferings of 15,000 of these hardy and faithful railroad employés, how many lives, how many limbs and how much pain and anguish have been offered up on this altar of—what shall I name it?—since the first freight train rolled over rails in America? None of us can answer this. Can any one of us answer why this has been suffered to go on year after year and this horrible sacrifice of life kept up?

Why has the crowning achievement of this country, this unparalleled perfection of railroad transportation, been bought at so dear a price? Why has it been allowed that every mile of rail laid in America has been bathed in the blood of the faithful employé?

Now can I trust myself to go on in this presence and say just how this matter stands in my mind and, being an average of the common layman, show how it appears to us, the common people? Will my motive be understood or appreciated? My only desire in presenting this paper is to do some good, to help on and accelerate the grand work now being done by all the more progressive roads in fitting their cars with automatic couplers and power brakes. Please accept what I say in the spirit in which I give it.

This congress is an epoch in the railroad history of America, papers read here are not merely for to-day.

The terrible record confronts us. Somewhere

responsibility rests. Are these employés to be blamed for being killed, crippled and injured? If not, who is? Is any one? None of us are willing to say no to this. Corporate bodies scatter and so thin out responsibility that individual responsibility becomes nearly lost; still, there must be somewhere a fault and responsibility. Will it do to lay it to a lack of inventive and mechanical skill? I think not. These have been active and effective to make passenger travel almost marvelously safe. Why? Is it not because, in addition to competition, the courts have held the roads responsible for the safety of the passengers? You all see at once I mean a great deal by this.

Has the making of one ruling for the passenger and another for the employé been a safety appliance for the latter? I am not here to give a tirade against the courts. I honor learning, wisdom and ability; but will it be out of place for me to modestly suggest that to-day under the greatly changed condition of affairs brought in with the advent of the locomotive, that the rulings of the court, founded on the relations of master to servant, of servant to fellow-servant and co-laborer, 200 years ago, are scarcely sufficient to meet the changed conditions of to-day.

Pardon me a moment while I attempt to analyze for illustration. Here is an intended passenger. It is not absolutely necessary that he should take the train. He knows that accidents do happen to trains. He knows that the dispatcher in yonder office may make a mistake and send his train crashing into another. He knows all this, but still he takes the train: but does the court hold him as contributing to the results of the collision that costs him his life? Does it hold that he assumed the risk and therefore cannot recover? On the other hand, here is a green, simple boy, infatuated with the desire to be a train man. You and I and all the great public and the court judges even want him, green as he is, to become a railroad employé, because somebody must run the train. We want to ride, we want to send and receive our goods. It is absolutely necessary that this boy, unsophisticated and rustic as he is, having hardly the slightest idea of what railroading is, knowing nothing really of its perils, but desiring to follow this as his life work, and in so doing will be a great benefit to us all, to stockholders and to all. He goes, and in attempting to couple the first car, perhaps, is killed. Parents seek to recover something, but the judge, whose library was in the car that killed the boy, decides that as the boy was supposed to know all the dangers of railroading he assumed the risks, and by trying

to do what we all wanted him to do; what the judge wanted him to do so as he could get his package of law books, doing what the poor boy was in a sense compelled to do to earn his bread, doing his part in carrying on that which is now become a necessity of our civilization, and because he did this he contributed by his own negligence to his death, and therefore the parents of the boy cannot recover.

What, we common people ask, are laws and courts for? Are they for the strong or are they for the weak? But let me be fully understood here. I grant I am in earnest and using plain English. Is it that I would mulct the roads in large sums to enrich the employé or his family? No! No! Not at all! That is not it at all. I am a friend to the railroads. I have nothing in common with the senseless howl of the demagogue against corporations and roads. While a lifelong farmer I realize that the prosperity of the roads is the result of my prosperity. The best interest of the roads and the highest prosperity of the communities they serve are one and the same. There is a community of interests so patent that the "blind" should see it.

It is because I am a friend to the roads that I deal in plain words. Let the courts hold the roads to as rigid responsibility for the life of the employé as for the passenger and it would be the most effectual safety appliance possible. It would then be only a question of a short time when every car would be equipped with automatic couplers and every train with power brakes. Then this dark, foul blot on this otherwise grandest achievement of the Nineteenth century would be washed away.

Take another case. The company for some reason good to itself employs a dispatcher. He proves incompetent, he gets drunk, in his raucous stupidity he sends two trains together and lives of trainmen are sacrificed and others are crippled for life "Can't recover, because it was caused by negligence of a co-employé." Did the dead men have any voice in employing the incompetent dispatcher?

In the same collision passengers are injured. The courts allows them heavy damages, but the faithful engineer, who, when he saw the crash inevitable, still stood by his throttle and lever, faithful and heroic but vain attempts, because of lack of power brakes to save his train, and dies in the effort, leaves a beggared wife who cannot recover, so says the court, but the wife of the passenger killed gets \$10,000 at the hand of the same judge.

Such rulings as these of our courts are not safety appliances and they do not hasten to put

proper safety appliances on our freight trains, but turn our passenger trains into museums of safety appliance. But neither the corporations nor the courts must shoulder all the responsibility, and this paper would fail of its purpose if it stopped here,

The great general public, who are reaping the inestimable advantages of rail transportation, have not only stood silently by, holding the clothes of those most active in the immediate responsibility, but have virtually urged on this inhuman work. How? By this extreme and unreasonable prejudice against railroads, resulting in laws that cripple them as to resources so that it becomes extremely difficult to devise ways and means by which safety appliances can be secured to equip the freight cars of this nation with automatic couplers and power brakes, which would cost not less than \$75,000,000.

The public should cease its clamor for cheap rates and for laws regulating rates until the roads had first made railroad work the safest possible for their men. Allow the roads to charge reasonable rates and then hold them to strict responsibility for the lives and persons of their employes. It may be asked by some why this kind of talk, now that a national law is in power requiring safety appliances on freight cars. Because it is one thing to have a law and another thing to have a public sentiment to back up and execute that law. But this paper would be far from accomplishing its purpose if it did not, to the best of its ability, attempt to give praise to whom a vast amount of praise is due. The world will never know how much we are indebted for the wonderful immunity we have from accidents in railway travel and traffic to the untiring and most intelligent and faithful work of the technical departments of our railroad companies.

It has been the speaker's high privilege for the last six or eight years to be allowed to meet many of these officials in their national convention, more especially with what are known as the National Master Car Builders and Master Mechanics associations. These associations represent from 90 to 95 per cent of all cars on the continent. The members of these associations are men of thoroughly trained minds, and of great practical knowledge. At the annual conventions of these associations, members come from nearly every road in the states and Canada. At these conventions everything that goes to the make-up of the best possible locomotive, passenger and freight car is discussed from a practical standpoint. It is with these men where the groundwork and foundation of the wonderful safety for railroad travel is laid. Aside from the annual meetings

each considerable locality has its local club of these men where they meet once a month, or once in two weeks, where able papers are read and discussed relative to all these matters of car building, and the greatest possible safety combined with consistency and economy. These men blow no trumpets; they do no posing before the public, but quietly in the great railroad shops and in the laboratories of the great railroad system are working out the problems of economical and safe railroad transportation.

These men have evolved uniform standards for almost everything that enters into the make-up of cars. Probably no one thing in all these investigations, tests and experiments has received such close, faithful and impartial study, and long, earnest interchange of views as this of a uniform, safe coupler and a power brake for freight cars.

After years of patient work the committee of the M. C. B. on automatic couplers made their final report to the national convention, held in Minneapolis in June, 1887. The committee reported in favor of the Janney vertical plane hook type as a standard form of coupler, and the committee by a two-thirds vote adopted this report, which was afterwards confirmed by a letter ballot of an over two-thirds vote of all the roads represented in that association, which was not less than 90 per cent of all the roads in the nation.

This form of a car coupler or draw-bar has grown more and more in favor with the roads until now, the great American Railway association, including in its membership about 75 per cent of all miles of railroads of the nation, is practically a unit in favor of this form of drawbar as the standard automatic coupler for all the freight cars of America. One of the defects of the recent Congressional legislation upon this subject of safety appliances is that it does not recognize and legalize this meritorious work of these eminently practical mechanics—the Master Car Builders, in so many words. But so many of the leading roads have adopted this form of coupler as “standard,” the strong though unwritten law of interchange among railways will have the same result as though legalized by congress.

It is intensely gratifying to note the grand work now being done by the leading roads in equipping their cars with the M. C. B. type of safety couplers. It is unfortunate that there are so many varieties of this type being put onto cars. If our coupler makers could only pool their issues and have but absolutely one make of this type, as was nearly the case for years with the Miller hook and platform on passenger cars, so that every car would be fitted up with this one make, and the unlocking device the same on every car, it would

then seem that car coupling work would be rendered as safe as we could reasonably ask for it to be. Would it not be wise to seek to amend the present law to this effect?

Indeed, it might well be remarked here, that had all the roads evinced such enterprise in this matter of safety couplers and brakes, as certain progressive roads that could be mentioned, there would have been no need of the law. The law was and is a necessity to spur on the laggard roads.

#### POWER BRAKES ON FREIGHT CARS.

Fearful and dangerous as the work of car coupling is, and almost incredible the long lists of fatalities and injuries arising therefrom, still the actual fatalities are greater in number from the continued use of the old hand brake on freight cars than from any other one cause.

When one comes to really get right down to a contemplation of the actual facts of the exposure and risk incurred by a freight brakeman, no man who has left in him one spark of real humane manhood can for a moment be reconciled to the conditions that confronts him. The future historian of railroading in America will find it hard to make posterity believe that human beings were required to ride decks of our freight cars facing the biting blasts of winter, with the mercury down to 20 to 30 below zero, compelled to run from top of one car to another; the black smoke and steam from the engine blinding him as it rolls back over the train in dense volumes so that he cannot see the deadly chasm between the ends of the rolling, swinging, jerking cars, covered with sleet and snow, and rushing against a winter gale of 30 miles an hour at the rate of 25 miles.

Made I say to ride these cars under such conditions, which are every day occurrences in our winter months, and what for? Why, to interpose his puny strength between that ponderous train and its momentum and a danger ahead, sure to be met, unless he can by the old hand brake, stop the train, which on such a night and down that grade is about like the fable of the fly upon the bull's horn.

Now, is there a man of us here to-day that would do the work of a freight brakeman one winter night for all the railroads on the continent? No, not one. Still tens of thousands of our fellow men, bone of our bone, flesh of our flesh, are doing just this kind of work year in and year out right here in christian America. And when in one of these black, cold, stormy nights, with the wind howling a hurricane, decks covered with ice, his glimmer of a lantern blown out, yet true to his trust, he pushes on to reach the brakes, he slips and drops between the cars and is ground

into an unrecognizable mass under cold, cruel iron, and his mother, when seeking some recompense for the idol of her heart and her only support, is told by him who is appointed to hold the scales of exact justice, "you can't recover. Your son assumed all the hazards of the work."

It does seem to a common man that such ruling is not a safety appliance, when at the same time it is a matter of common intelligence that down that same grade on just such a night, a train of 50 cars can be hurled at the rate of 40 miles an hour, and in case of necessity can be brought to a standstill by the modern, quick acting power brake inside of 500 feet, and not a train man need to leave the caboose, all being done by a simple turn of the wrist of the engineer in his cab. Under just such conditions as described, thousands of our strong young men have met their most tragic death, and still the work goes on; but now, thank God, in a decreasing rate. It may very pertinently be asked why, if power brakes are practical for freight cars, do not managers put them on? Managers do not have always the say about such things. Brakes and couplers cost money. Money of a railroad company cannot be used in large quantities for such purposes only as appropriated by vote of directors, any more than public funds can be used to build postoffices only as appropriated by congress. These boards of directors have stockholders behind them, of those many of them are absentees and they, not fully understanding the necessity, will not readily listen to calls for money for improvements.

While the operating departments now recognize the fact that power brakes and automatic couplers are not only good and necessary for safety to train men, but are actually economic appliances. While they know that when 12 to 20 per cent. of the cars of a train are fitted up with train brakes and so located as to be used, enables the engineer to make much better time, and gives him a more complete control of his train than the assistance of any three brakemen could possibly give; yet these men are powerless unless the money is regularly appropriated for this purpose. The object of the present national law is to reinforce managers and other officials when they ask for means to put on these safety appliances. Now they can say, "thus saith the law," and the money must come.

In the face of facts now so patent, it does seem that the rulings of the courts must be more or less moulded to meet the present condition.

Automatic standard couplers have been adopted by the railroad themselves on their own motion, by practically a unanimous letter ballot vote after 90 days consideration, upon the action of their own officials, viz: The Master Car Builders. The standard height of draw bars has also been in the same way established. It is also now established as a conceded fact that the air-brake is practically applicable to freight train services, whereby the engineer has far better control of his train than can be given him by a half dozen brakemen, hence relieving the latter of the great risk and exposure formerly met.

Aside from these safety appliances, there are others that could be profitably mentioned, but I have already exceeded my time and exhausted your patience.

The cultivation of good will between officials and men.

This attempt at profit sharing so commendably undertaken by the Illinois Central Co., and above all this wonderful movement among the men themselves in the interest of total abstinence from all intoxicants, whether when on duty or off, as witnessed by the remarkable fact that in one short year from its inception, nearly 100,000 practical railroad men have put on the white R. R. T. A. button of total abstinence from all that befuddles the brain, is one of the grandest movements on the road of safety appliances ever undertaken by railroad men, and when we can see all the officials also wearing this white button in good faith for the encouragement and help of the men, we may then say the day is dawning when the record of railroad accidents shall be few and far between.

One word more and I am done.

Overwork, not allowed proper time for rest, is certainly not a safety appliance. Crank as I may be called, because of my views and words on safety appliances, yet I will venture the assertion that when men have regular hours of rest, have their one day of rest in seven, we shall find that they rise up from mere machinelike things with a "don't care ad am" way of doing things, to that of a thinking, reasonable man, with an interest in his work and regard for the rights of property. Sunday rest as far as possibly practical in the exigencies of the movement of the commerce of a great nation, will in my judgment be a very important factor of safety appliances.

L. S. COFFIN,  
Ex. R. R. Commissioner,  
Fort Dodge, Iowa.

## THE RAILWAY CONDUCTOR THE IMMIGRATION PROBLEM.

BY W. P. BORLAND.

It goes without saying that the wage earners of the country are the ones who are the most vitally interested in the question of immigration restriction; the question is continually urged from the standpoint of the workingmen's interests, and it would be well for them to go a little deeper into the subject than they apparently, so far, have done. The vast majority of those questions which are urged upon the attention of workingmen by interested politicians, and agitated in the great newspapers of the country, are of not the slightest practical importance. They deal merely with superficial conditions, effects rather than causes, and are agitated with great vehemence merely to cover up questions of real importance, and divert the attention of workingmen from the real root questions affecting their social and economic status in the commonwealth. It would not be at all surprising if this immigration outcry should happen to fall within this category of questions. It is not so very long ago as to be past recollection, that the representative newspapers of the country were in the habit of presenting examples worked out with mathematical exactness, to show that every immigrant who landed among us represented a distinct and absolute addition to our national wealth of a clean thousand dollars; and this was supposing the immigrant to be absolutely penniless, such a one as is now contemptuously termed "pauper." That old worn eaten chestnut about this country being an asylum for the "oppressed of all nations" used also to be advanced with telling effect. Of late years a distinct change of sentiment is observable among those "molders of public opinion," many of those who were formerly so industrious in proving the value to the country of foreign immigration being now the most clamorous in their demands for restriction, many going so far as to advocate absolute prohibition, for a term of years, anyhow, till those already here are "fully Americanized," as the popular phrase among the restrictionists vaguely and indefinitely puts it. It is nothing to a person's discredit to change their opinion; quite to the contrary, "circumstances alter cases;" but, in basing a change of opinion upon an alteration in circumstances, it is well to know that we are dealing with the *right circumstances*, especially when they are related to a fact so important as the reduction in the value of a man from one thousand dollars to less than nothing. Aside from the Chinese prohibition laws, which are purely class laws, applicable only to Chinese, congress,

in obedience to repeated clamors for restriction, has since 1882 placed upon our statute books numerous restrictive legislations. The first national act (Aug. 3, 1882) levied a capitation tax of 50 cents upon every foreign immigrant who landed among us. This law is still in force, and as the result of all the legislation enacted since that time, those who are at present absolutely excluded by our laws may be enumerated as follows: Idiots, insane persons, paupers or persons likely to become a public charge, diseased persons, convicts, criminals, polygamists, and persons coming under a contract to labor. The provisions made for the enforcement of the exclusion acts against those persons are as follows: Surgeons and inspectors are provided to examine all immigrants at sea, and all aliens unlawfully coming in are sent back in the same vessel, if practicable, either at the expense of the ship owner or of the United States, as the law may determine. Owners of vessels are required under penalty to support while here, and to carry back all excluded immigrants, and this rule applies to all who may become a public charge within one year after their arrival, from causes existing prior to their landing. A penalty is provided for the punishment of any person who brings in or aids to bring in any excluded immigrant by sea or land. It is very evident that these laws are sufficient to protect us from an influx of those immigrants who may properly be called undesirable additions to our population. If these undesirable ones are still admitted it is not the fault of the laws but of those whose duty it is to enforce them, and the remedy is not more laws, but the proper enforcement of the laws we already have. Any further proscriptive laws, therefore, must affect those who are healthy, respectable and able-bodied persons, fully competent to support themselves by the labor of their hands, and capable of becoming good citizens. This talk about danger of corrupting the franchise by injecting into our citizenship such a mass of ignorant and illiterate voters may be set on one side as an argument in no way affecting the immigration question; if there is danger from that source—and it is unquestionable that there is danger—the remedy is to be found in better naturalization laws rather than in increased restrictions on immigration. It is a scarcely disguised fact that those who are so strongly urging congress to extend the list of prescribed immigrants have in mind the total prohibition of immigration as their ultimate object. Their temper is indi-

cated by the provisions of a bill recently sent to Washington for introduction into the present congress. This bill originated in Kansas, and bears the title of a graduated income tax bill; it is a People's Party measure, and there is nothing suggestive of immigration in the title. But among its provisions is one taxing adult male immigrants \$200 each, and immigrant children over twelve years of age \$100 each. This, of course, amounts to absolute exclusion for the vast majority of the working classes, and it is a strange proposition to come from a party which is posing before the country as the champion of the rights of workingmen. As an indication of an extremely vicious line of thought which dominates a certain coterie of restrictionists, I quote a sentence from an article which appeared in the *Forum* for March, 1892, from the pen of Senator Chandler, of New Hampshire:

"The difficulty of defining anarchists and socialists is the great obstacle to inserting them among the proscribed classes."

Unless workingmen recognize the necessity of taking a more active and intelligent part in public affairs than they have yet taken, they are likely soon to awake to the fact that the difficulty anticipated by Senator Chandler has been overcome, and discover that this immigration outcry has been used as a lever to subject them to a despotism scarcely inferior to that of Russia. The *St. Louis Post-Dispatch* recently sent out the pronouncement that "Population in this country has already overtaken the means of subsistence open to humanity." If it had informed its readers that George Washington discovered America the statement would have been entitled to fully as much credence as the one given, and I introduce that statement merely to indicate the only rational and practical line of thought to be pursued in dealing with the immigration problem. The problem resolves itself finally into a question of whether or not the resources of this country are sufficient to enable those respectable and able-bodied immigrants whom our present laws permit to land among us to support themselves by their labor. If our resources are sufficient to provide for more immigrants of a desirable quality, and such immigrants still appear as a menace to our prosperity, then the trouble is not with the immigrants but with the resources, and the real remedy is not to be found in further restriction. Let us see:

Our average population is about 20 to the square mile, but the extremes are great, ranging from 335,000 to the square mile in certain tenement house districts in New York City—the most densely populated territory in the known world—

to less than one to the square mile in a large area in the west. There are sixteen states and territories having a population of less than ten to the square mile. These may be enumerated as follows:

Texas, 9; California, 8; Florida, 7; South Dakota, 5; Washington, 5; Colorado, 4; Oregon, 4; North Dakota, 3; Oklahoma, 2; New Mexico, 2; Utah, 2; Idaho, 1; Arizona, 1; Nevada, 1; Wyoming, 1; Montana, 1.

The combined area of these sixteen states and territories is 1,711,015 square miles or 1,095,049,600 acres; their aggregate population is 6,227,998, an average of about four to the square mile. Presented in another way, there are 175.5 acres for each inhabitant, or 877.5 acres for each average family group of five persons. Much of this land is, of course, unarable; nevertheless, it is hard to resist the conclusion that the mineral and agricultural resources of this vast territory are amply sufficient for the maintenance of ten times its present population. We have 26 states with populations ranging between ten and one hundred to the square mile, as follows:

Ohio, 87; Maryland, 85; Delaware, 82; Illinois, 66; Indiana, 60; Kentucky, 46; Tennessee, 42; New Hampshire, 41; Virginia, 39; Missouri, 38; Michigan, 36; Vermont, 35; South Carolina, 34; Iowa, 34; Georgia, 31; West Virginia, 31; Wisconsin, 30; Alabama, 28; Mississippi, 28; Louisiana, 27; North Carolina, 21; Maine, 20; Arkansas, 20; Kansas, 17; Minnesota, 16; Nebraska, 14.

Here is a stretch of the most fertile territory to be found in the world, the total area of which is 1,176,530 square miles, equal to 752,979,200 acres. The aggregate population of these states is 40,134,307; an average of about 34 to the square mile; nineteen acres for each person and 95 acres for each family group of five persons. There can be no question but those states are capable of sustaining a vastly greater population than they now have.

We have six states whose population is more than 100 to the square mile. These states are:

Rhode Island, 293; Massachusetts, 269; New Jersey, 185; Connecticut, 152; New York, 122; Pennsylvania, 117.

The combined area of these states is 116,665 square miles, or 74,665,600 acres, and their aggregate population is 16,031,487; an average of about 137 to the square mile; more than four acres to each individual and about 21 acres for each family group of five persons. These are the only states which may truly be said to have reached the limit of their capacity to support their population, although in this connection we might call attention to the

fact that the emigration from France is so insignificant as to be scarcely worth mentioning, yet if her entire territory was divided up among her inhabitants there would be only about 18 acres for each family of five persons. Speaking of population in foreign countries, it may be instructive to note some of the conditions there, as they affect us. The most densely populated country in Europe is Belgium (425 to the square mile). On the pressure of population theory, we might expect a large number of immigrants from that country. But such is not the fact; their numbers are comparatively insignificant, only 3,037 in 1891. Compare that with the immigration from Sweden and Norway, 49,448 in 1891, yet the Scandinavian Peninsula is the most sparsely populated country in Europe, having but 20 per square mile. Compare, also, Russia with Holland. The former has a population of but 32 per square mile and the latter 328, yet in 1891 we received 42,145 immigrants from Russia, and if we include those from Poland, the number was 69,642, while Holland sent but 5,206. Compare on the other hand, Italy and Spain, the former with a population of 236 per square mile and the latter with 83. Including 3,351 which are credited to Sicily and Sardinia, Italy's contribution to our population in 1891 was 76,055, while those credited to Spain number but 905. We might go through the whole list of European countries in this way and produce figures to show that the emigration movement is the result of causes which have no necessary connection with density of population. The greatest objection to the emigrants we receive is leveled at those coming from Italy, Russia, Bohemia, Poland and Hungary. The arguments advanced against those nationalities are the veriest rot; they have not a single element of strength to commend them. The truth is that all our immigrants adapt themselves to the conditions confronting them upon their arrival in this country, and if we seem to suffer more from the nationalities above mentioned than we do from others, it is because we have larger masses of those to deal with, proportionate to the others. Reverse the tendency and let Belgium, Holland and Spain, instead of Italy, Russia and Hungary, send us the masses and we should find that the very invectives which are now hurled against the Italians, Russians and Hungarians, would then be applied to the Belgians, Hollanders and Spaniards. We need not go very far into the history of Italy to discover that the Italians are intensely devoted to the principles of liberty, and in all respects worthy of becoming citizens of a free republic, and the annals of Hungary, Poland and Bohemia, shine with noble deeds fit to be compared with

those of the patriots of '76. Because those people have been unable to overcome the immense powers of the despotism arrayed against them, must we then condemn them as degraded and unfit to be admitted into our country? Only give them the opportunity to assert their manhood and I fancy the races that have given to history such characters as Garibaldi, Kosciuszko and Kossuth, will cease to be a menace to our free institutions. The Ford committee of the fiftieth congress spent a great deal of time (and money) in collecting evidence from arriving immigrants, to be used as data for forming conclusions on the immigration problem. As a specimen of the evidence collected I submit the following:

Dominico Ramono, from Campobasso, Southern Italy, being sworn testified as follows:

Q. How much wages did you receive working on a farm? A. Ten cents and meals, and when I worked for my own account, then I made 24 or 25 cents.

Gaetano Braccio, from Apollino, Southern Italy, swore:

Q. What is your occupation in Italy? A. Farm work by the day. Q. How much did you get a day? A. Ten cents and meals.

Antonio Angionico, from Campobasso, swore:

Q. Can you read or write? A. No, sir. Q. What was your occupation in Naples? A. Countryman. Q. Farm work? A. Yes, sir. Q. Give us the lowest and highest wages that prevailed during any given time. A. For farm work always ten cents. Q. And meals? A. And meals.

The report of this committee contains a great mass of evidence like the foregoing, and the restrictionists point to it, almost tearfully, as an illustration of a terrible danger confronting the American workingman. They declare that these ten cent laborers are "illiterate, coarse and stupid—utterly unfit for residence or citizenship in the United States," and that society is degraded and the wages of labor lowered by their presence among us. Their solicitude for the welfare of the American workingman, and the tremendous energy they display in thus assisting him to maintain his rate of wages, is truly commendable. If congress had been moved to appoint an investigation committee to consider the immigration question in the years immediately following the Irish famine of 1848, such committee would have been able to uncover facts quite as startling and suggestive of danger to American workingmen, as are those of 1890. They would have discovered thousands of illiterate and stupid workmen being dumped on our shores, whose standard of living in their own country was so low that ten cents a day and meals would have appeared exorbitant wages to them; they would have discovered that thousands upon thousands of those who came

during the decade between 1840 and 1850 were absolute paupers, sent here at the expense of the British government, as the cheapest plan of mitigating the horrors of famine. The extent of this movement may be inferred from the fact that our immigration increased from 84,066 in 1840 to 310,004 in 1850. The tremendous increase in immigration which marked the closing years of that decade was the direct result of the Irish famine, and the circumstances attending that immigration were well understood at the time, yet there was no patriot to raise his voice in solemn protest against this influx of pauperized and degraded foreigners; there was none to warn workmen of the terrible danger they were being subjected to in being brought into competition with those whom the horrors of starvation had driven to our shores, and whose standard of living was so low that 3d. a day was sufficient for their support. "On the contrary, quite the reverse." These paupers were received with open arms, and welcomed as most desirable additions to our population, and it was about that time that the newspaper logic of the country succeeded in placing their value to the country at a thousand dollars apiece. Those immigrants were not a menace to our institutions; they readily adapted themselves to the conditions then present and their former standard of living in no way influenced the standard then prevalent among us; they made good citizens—although as a rule, woefully illiterate—and some of our most respected and influential citizens of the present day are the direct descendants of those who thus came to our shores—absolute paupers. Why should there be any more danger from the paupers of 1890 than those of 1848? It is quite the thing to answer this question by saying that in 1848 we needed more labor to develop our resources. In the name of God! are our resources now so fully developed that the hand of labor must be stayed? Are our resources so near the point of exhaustion that there is danger of the half million foreigners who yearly land among us not being able to support themselves by their labor? Is sixty-five millions to be the limit of population in this country of "illimitable re-

sources?" If so, let us know it at once that we may begin to apply the Malthusian remedies, and thus avoid the crime of begetting offspring to an inheritance of misery. No, the paupers of 1848 were no menace to our institutions, because at that time the natural outlet for surplus labor to the land was not as completely dammed up as it is now; monopoly had not then fastened its octopus grasp on all the natural wealth of the country and invaded every avenue of trade and commerce, and the fierce competition among workmen for the chance to earn a subsistence did not then exist. Those ten cent laborers do not come here with the expectation of doing nothing more than maintain their accustomed standard of living; they might do that at home and without being compelled to break away from associations which are no doubt dear to them. They come here to better themselves, and whenever one of them is found in a fairly independent position he is quite as insistent upon receiving the American rate of wages as is the American himself. All these laborers lack is the opportunity to employ themselves; the country is full of opportunities, but they are locked up, monopolized by the landlords and syndicate lords of the country; free those opportunities and the immigration problem will disappear like the mists of morning before the noon-day sun. Then, instead of flocking into the sweat-shops of our great cities to become a lever in the hands of corrupt politicians, used for the destruction of honest government, or flowing to the mining and manufacturing districts to form a surplus which is used by dishonest employers to beat down the wages of honest labor, they will take advantage of nature's outlet for labor, and become respectable and honorable citizens. How many industrious wealth producing families might the state of Texas maintain on the three million acres of land which she gave away to a syndicate of capitalists in exchange for her bauble of a state house. Free land means free men, and workmen should not permit themselves to be divorced from questions of real importance to their welfare by the outcries of the immigration restrictionists.

### OUR NEW YORK LETTER.

Commenting upon current events is dangerous work just at present for anyone who wants to attain or keep up any reputation as a prophet; for the events that are most probably current—those of what will hereafter be known as the great panic of 1893—are such as cannot be foretold with reasonable certainty a day ahead, much less over the weeks that elapse between composition and

publication. By the time that the issue of the CONDUCTOR will appear for which this is written, we will all know something of what the action of congress is likely to be, and perhaps of what results its action may have on the community, though that is less certain. In the stage that the panic has now reached, almost any congressional action is apt to help along the re-establishment of

confidence, the thing most needed, though it can hardly be considered the best proof of general intelligence that such should be the case.

Here in New York we have not really felt any of the acute symptoms of the crisis, though our neighbors in other sections of the country should by no means imagine, therefore, that its pressure has not borne upon us, whether in Wall street or down on the great East Side. But our banks have managed to hold one another up pretty well, being aided thereto by a much calmer state of mind than appears to have prevailed in other places, in consequence of which there has been nothing like a run upon them, except the easily checked run on the savings banks that set in about the first of August. This is partly due, no doubt, to the lack of personal friction in a place constituted as New York is, amongst those who are so unfamiliar with commercial matters as to become easily scared by unusual conditions; but it is doubtless also largely due to the fact that there has been practically no inconvenience felt at the disappearance of currency, because of the great extent to which nearly all classes here have become habituated to the more rational use of bank checks instead. In fact, it was not until the shortage of currency reached the only class of people who do not as yet use checks to any large extent (though there is really no reason why with some modifications they should not do so) the actual wage-earners whose receipts come from the pay rolls of large corporations, that most of us knew anything of a scarcity of cash, except as we read of it in the newspapers; and even now it has by no means come home to the very great number of people with very moderate incomes who yet each have their petty bank accounts, as a convenient method of handling the small sums in which they get their receipts, to be divided into still smaller disbursements for their household and personal expenses.

We have all of us, except the very rich, felt most keenly the difficulty of earning a living which has been growing in this country for a generation past, and most acutely in the last few years; but inasmuch as what we really want after all are things to eat and wear and use in other ways, it has made little more than imaginative difference to us in what forms are expressed the tokens called money, through the medium of which we exchange the things or the labor which we have to sell, for the things which we wish to buy.

This is a view of the situation which is hardly in accordance with that which has been given in current newspaper reports; but the latter are after all peculiarly untrust-worthy in regard to

commercial matters, prepared as they are by men who have not even the one-sided training which forms the equipment of most of our bankers and financial leaders generally. While it is undoubtedly true that nearly everybody in the east favors a strictly gold basis of currency, on the ground that it is the most staple one that has yet been devised, it is nevertheless equally true that the idea is altogether fanciful that there has been any general fear of the currency falling to a silver one, or even that it was much thought about at all before the panic came, except as a somewhat vague and far away contingency. Now and then one would hear the possibility of it adduced as a reason for the unsatisfactory state of business, but it was always on the theory that somebody else must be feeling afraid. Merchants and manufacturers have been growing more and more loath to expand their enterprises, but only because they could see very diminishing chances for profit; not that they felt or at all events showed any fear that they would get payment for their goods in a depreciated currency.

Nor was there at the east, however it may have been beyond the Alleghanies, any scarcity of circulating medium whatever prior to the last few weeks. At the very beginning of the panic, when the banks started in to fortify their reserves by refusing loans and thereby disturbing the normal currents of trade, it became increasingly more difficult to secure the use of that command over other men's services which we call capital; but it is the rankest superstition, if a widespread one, to assume that stringency of capital has any relation to volume of currency; for in almost no instances at all, where loans are made or capital invested, is currency of any kind whatever used, only bank credits of one kind or another being transferred.

In short, the monetary panic has with us not been a monetary panic at all, but simply a culmination of the starving-out process to which we have subjected our industries for a generation past, by limiting their development and by the greed or conservatism of those whose control over natural sources of wealth we have so fostered by our laws on taxation, on franchises and patented monopolies, a process that has so weakened our industrial forces as to leave them powerless to resist any chance attack upon public confidence, just as an ill-fed man will succumb to a slight cold more easily than a well-nurtured one to an attack of typhoid fever.

Speaking of diseases naturally reminds one of how, just a year ago, we were all in such terror of cholera, and how completely this fear has passed away. One cannot help thinking of the

solemn predictions that the World's Fair at Chicago would fail because foreign visitors would be afraid to come, and of how no one seems to have staid away on that account, although, as might have been expected, the stream of foreign visitors was a very small one. The storm of abuse that was directed last year at Dr. Jenkins from the double source of a desire to attack Tammany and of the indignation of the reporters at not being allowed to come and go on infected ships at their sweet will, has died out altogether, and is recalled only now and then by an occasional snarl from the *Evening Post*, whose editor will probably never forgive the quarantining he suffered as penalty for choosing to come in a ship from Hamburg, rather than pay passage money to some line in which he was not interested.

Domestic matters are altogether too absorbing in these times of stress for New Yorkers to bestow their usual attention on foreign affairs, and only a languid interest is shown in the dispatches regarding the Behring Sea settlement or the perennial tales of threatened war that come

to us from abroad. There are probably fewer people than there were who would be glad to hear that a European war had broken out, for we have had some sharp lessons of late that we do not permanently profit by the misfortunes of our neighbors, but from whichever point of view we look at it we may feel reasonably confident that neither the insanity of the German emperor nor the demagogism of French politicians—which are still about the only European influences making for war—will be permitted to drag the people who nowadays really constitute great nations, into a senseless conflict. It would be hoping too much, perhaps, to think that the days of perpetual peace had come about, and in a way for which professional peace advocates can hardly claim credit, but it is tolerably certain that war is not only so expensive an amusement, but so inconclusive a one in modern politics that the influence of the intriguing statesmen who have in the past chiefly furnished work for soldiers, is likely in the future to be cast against it.

E. J. SHRIVER.

## THE CAUSE OF THE PRESENT "HARD TIMES" AND THE REMEDY.

BY H. P. PEEBLES.

The present business panic is the most unnatural and artificial commercial crisis that this country has ever experienced.

Taken as a whole, the country was never as wealthy or as prosperous as it is (or rather should be), to-day.

There has been no failure of crops of any kind. Statisticians tell us there is a surplus of almost two hundred million bushels of wheat, and other staple cereals, that must find a foreign market for consumption. So much cloth has been manufactured that the mills have closed until the present large stock has been consumed. Iron mills have shut down for a like reason. Millions of bushels of coal have been mined and wait in bunkers for purchasers. In a word, the commodities that constitute the wealth of a nation or a people were never so plentiful nor so cheap; yet millions of men are seeking for employment at any wages offered. Thousands are on the very verge of want; thousands go nightly to bed with no certainty of tomorrow's meals, and millions dread the coming winter as a season of unusual privation, and fear starvation for dependent families.

Is it strange that the great question of the hour is: what causes the "hard times?" that we hear it on the street corner; read it in periodicals, magazines and newspapers; and when men meet the common salutation is not "how do you do?" but "what do you think causes the hard times?"

Yet the commercial stagnation should surprise no one. For the last five years thousands have anticipated and predicted it. Nationalists, socialists, single-taxers, and others, have preached boldly, in season and out of season, that it was close at hand and *must* come. A year ago the members of the Peoples' party were so persistent in predicting the coming evils that they fairly earned the title of "calamity howlers."

Yet, despite these well-known facts, the reader of the daily press would fain believe that it came unexpectedly, suddenly, like a peal of thunder from a clear sky.

But to the ordinary observer, the most surprising facts must be the superficial and nonsensical views published as coming from leading politicians, eminent financiers, prominent statesmen and others as to the cause.

One gravely asserts that it is due entirely to a loss of confidence among business men, that has extended to the community at large. (Has any proof been offered to show that business men are more dishonest in 1893 than in 1890?) Another wise man says the cause is "overproduction;" too many commodities have been produced, and we must wait for consumers to balance the market. In other words, the country has so much wealth, that producing more wealth does not pay. If this is true, the logical remedy must be

in destroying the surplus. We might engage hungry men, starving women, and crying children, in burning several millions bushels of wheat and other grain, while the ragged and homeless might warm themselves at bonfires made from cloth, extra bedclothes, furniture, etc. If we ever descended to slang, the word "rats!" would not fill the bill; we would cry "elephants!" But by far the great majority say, it is caused by that awful Sherman bill. Of the three silly reasons given, the latter is the most absurd and nonsensical. We need not comment on the merits of that measure, whether it was right or wrong, just or unjust, expedient or inexpedient, but think for a moment of the facts of the case. Here we have a country containing sixty-five millions of inhabitants owning more than sixty billion dollars' worth of wealth, and because the government has purchased between three and four million dollars' worth of silver monthly for the last three years, this depression, with millions out of employment, and thousands wanting bread, is the result. Any state of the union could absorb this much silver and maintain its credit; a total loss of four million per month could not wreck the institutions of the country.

No honest man would attempt to deny the claim made above that reformers of all classes have constantly predicted the present stagnation, or that the speakers of the Peoples' party made it their one text for all their stump orations.

Another fact must be admitted, no matter how widely the reformers differed as to their remedies for the predicted crisis, they were practically unanimous as to the cause of the coming "hard times." As their prognostications have met with such literal fulfillment, is there not ground for the claim that the cause given may rest on a basis of truth?

The modern Cassandras gave but one predominant cause for the evils they predicted, and that cause underlies the "hard times" of to-day. It is so plain, so apparent, so easily proven, that he who runs may read, and the ordinary observer can appreciate it without the explanation of an eminent political economist; or a leading financier. It can be summed up in one brief sentence: The concentration of the wealth of the country, in the hands of the few, and the necessary consequence, the impoverishment of the many.

Here is the real cause, the true cause of the existing hard times. We are prepared to not only claim, but to prove, that under the existing industrial system the small farmer cannot support a family, the small manufacturer cannot build up an increasing business, the mechanic has no prospects of raising himself above the position of

a wage-earner, and the day laborer can only hope for a bare subsistence, and this will be a matter of increasing doubt.

But twenty years ago the farmer felt secure of a comfortable living, and anticipated saving something for side investments, or old age. The small manufacturer believed that with prudence he could build up a fortune, and leave an increasing business for his heirs. The small producer had hopes of increasing his production to mammoth proportions and retiring with ample means. The mechanic worked cheerfully, dreaming of the coming time when he would manage a factory of his own, and the wage-earner patronized the savings bank, and talked of the time when he would invest in some paying concern.

First, let us prove that the day of the small farmer is over; that the darkness is not from a passing eclipse, but the blackness of a long, eternal night.

The "bonanza" farm, with its traction plow, combined header and thresher, and other improved machinery, has simply paralyzed the small farmer. (This may sound like slang, but it expresses the idea perfectly.)

O, the reader may say, this is simply an assertion that may be true or false. Any writer may claim arbitrary assertions like that, but proofs are wanted. Well, I did promise proofs, and here are facts that you may ponder over.

Senator Casey, the owner of a bonanza farm, says, in a newspaper interview, that he can produce wheat at a cost of six dollars per acre.

A legislative commission from Ohio, and one from Michigan, reported that the farmers of their respective states could not raise wheat under twenty dollars per acre. If Casey sells wheat at twelve dollars per acre, he doubles the money invested. How long can the Ohio farmer continue to raise wheat and sell at that price? The grain must be sold in the same market, and for the same prices. How long can the Michigan farmer continue to produce grain and compete with the bonanza farm?

A short time ago a land case was brought before the supreme court of California, and the following facts were given under sworn testimony: On a forty thousand acre tract in Sonoma county, the cost of raising wheat was forty-five cents a cental. On an adjoining farm of two hundred acres the cost was one dollar and twenty cents per cental.

If the market price was one dollar per cental the owner of the forty thousand tract would more than double his money, while the other would lose one-fifth of his original investment. How long can the two hundred acre man continue to

support his family raising grain? Again. A traction plow used in Sonoma county can plow seventy-five acres a day, and is managed by two men. Land on the large ranches is plowed under contract at twenty cents per acre. Let us suppose that the farmer has to work for wages. A good team can plow about three acres a day, and as he could not ask more than the market price for plowing, he would receive sixty cents a day. How long can he support his family and maintain a team on these wages? These are not theories, but facts; not assertions, but realities; and the farmer must answer the questions in a practical form or cease producing grain for profit. True, the farmer will not absolutely starve; he can raise vegetables, small fruits, etc., but the same tendencies are to be seen in the production of vegetables and fruit. There is talk of a fruit trust in this state (California), with a capital of fifty millions, that proposes to control that industry on the Pacific coast; and the new invention called the potato planter has already produced the five hundred acre potato patch.

As regards the present and future for the small manufacturer, let us take the production of iron as a fair sample. The writer was born and bred in western Pennsylvania, and has a personal knowledge of the great change that has taken place in the production of that commodity in the last thirty years.

Thirty years ago iron was produced in small furnaces, costing from \$8,000 to \$10,000, and a good mechanic was frequently given a third or fourth interest for managing them. (In fact, fully nine-tenths of the iron kings received their start in that way).

What chance is there to-day of a mechanic being offered a partnership in a million dollar furnace, or the five million steel plant?

We may dismiss this branch of the subject by quoting the candid remarks of a gentleman who had accumulated a million in the iron business. Mr. James Westerman, of Sharon, Pa., about eight years ago answered a question of the writer in the following direct words: "If I was a young man to-day, without capital, and had double the luck, double the economy, double the skill, I could never rise above the position of a boss roller."

Over twenty of the necessary commodities produced in this country, such as sugar, petroleum, leather, cordage, matches, etc., are produced by a trust or large corporation that controls the market, determines the amount produced, and fixes the selling price; and there is absolutely no starting point for the small capitalist or beginner to build up a trade in any of these industries.

Times are hard for the many, but never in history were they so easy for the few. Thirty years ago no man would have believed that in 1893 there would be many men in the country worth from ten to a hundred million of dollars, and that a corporation like the Standard Oil Company could net from fifty to one hundred million per year. Now, reader, think it out. Is not this the real cause for the "hard times;" can there be any doubt about it?

The silver question, the currency problem as a whole, the tariff, lack of confidence, etc., may have a bearing, but they are like the little ripples on the main current. Do what you please with these superficial questions, attempt to solve them or allow them to go. Poverty will increase, want become more apparent, destitution will seek more victims, the masses will become poorer and poorer as long as the present system of production continues, and all surplus wealth flows into the hands of the few who own the machinery used in creating commodities.

There is but one remedy. Let the people, as a whole, form one universal trust, to be managed by the Nation, that will manufacture and distribute all necessary commodities. Let the producing capital of the country be owned by the country instead of by individuals, and the tramp and the millionaire will become historical along with the serf and the feudal lord.

This country was founded on the idea that we need no king or aristocratic class to govern us politically for their own benefit, but why do we allow a capitalist class to govern us economically, and control the instruments of production for their exclusive benefit? Political freedom becomes a farce when compared with economic slavery. Bellamy well says: "The industrial system of a Nation, as well as the political system, ought to be a government of the people, by the people, and for the people."



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### HAS A MAN THE RIGHT TO QUIT?

In addressing the Hop Growers' Association lately, Senator Hill, of New York, spoke exhaustively upon many points of social and political economy. He devoted considerable time to the question of the relations between employer and employé.

Holding that every man has a constitutional right to labor when, for whom and at what price, he chooses, and that any contract made between an individual and his employer is the business of no one but the two. He said:

These considerations of the relative rights of individuals engaged in labor pursuits, about which there ought not to be any dispute among well-informed men, do not conflict with the obligations which workmen assume when they voluntarily join labor organizations, except in the matter of personal honor which may be involved and which may require submission to the conclusions of the majority.

The legal rights of such individuals unquestionably remain the same irrespective of the question of such membership. They always must be deemed to reserve the abstract legal right of repudiating such membership whenever they so prefer, their withdrawal only occasioning such minor forfeitures or penalties as reasonable by-laws might inflict. They cannot be compelled to act against their will. Their personal rights cannot be jeopardized.

In that view I fail to appreciate the anxiety of a certain learned jurist of another state, who in a recent address seemed to apprehend serious danger to the peace and welfare of our free institutions occasioned by the manifestations of power and alleged defiance of authority on the part of certain labor organizations in the western states. Such organizations having vast power for good must necessarily have great opportunities for evil. Capital having the power to combine by being incorporated, labor must have the same privilege of combining through the means of organization.

Labor's right to organize cannot be questioned, and if the right of the individual to become a member of a labor organization, and the right of

the individual to claim protection from the law, in the discharge of his lawful duties or following his lawful avocation, be conceded, who can question the right of the individual to remain a member of the organization or to leave, at will, the employment in which he can claim the protection of the law? We opine that the learned jurist referred to was more apprehensive of trouble to some of the corporate interests than "serious danger to the peace and welfare of our free institutions." If the reports, printed at the time, were correct, this "learned jurist" congratulated himself; not upon having upheld the majesty of the law; not upon having enforced law which had been pronounced sound and constitutional; not upon having done "right though the heavens fall;" not upon having performed his duty, but upon having prevented an extensive strike; even though in order to do so he was obliged to manufacture an interpretation of the law which had never occurred to any of those who took part in its enactment.

Continuing, Senator Hill said:

There is nothing new or strange in the fact that labor organizations, like all benevolent, social or secret societies, act usually as a unit in whatever course has been determined upon by an executive committee, a board of trustees or directors, or other officials who have been previously selected for such purpose. There could be no harmony of action if it were otherwise, and the membership of such bodies feel honorably bound to abide by the decisions thus reached, and to that extent only have they surrendered their personal judgment or abridged their liberty of action. They are under no legal restraint, however, at any time, and it is difficult to see how any question of personal liberty can be deemed to be involved in their proceedings.

It does not follow that the membership of labor organizations cannot easily be kept within the law. Of course they must not violate contracts, or disobey the orders of the court, or con-

spire to do unlawful acts, or intimidate other workmen who desire to work, but who do not belong to their body. They must be held to a strict accountability to the law the same as all others. As a rule their membership is composed of law-abiding citizens who are as much attached to the true principles of our government as is the learned jurist who went out of his way to criticise them, and I cannot perceive that the cause of personal liberty has suffered any detriment from their alleged attacks upon it. It is true that those of their membership who labor for railroad corporations occupy a peculiar relation to the public, possibly of a quasi public character, and may owe certain obligations to such corporations, the public or the state, which interfere at times with their entire freedom of action, but such a construction is not by any means clear, nor has it yet received the sanction of the highest judicial tribunal of any state or that of the United States.

These obligations, however, if they exist, must be reciprocal. The right to discharge and the right to quit must go hand in hand. One cannot well exist without the other, or else the parties are not upon an equality before the law. In my opinion the citadel of personal liberty in this country is more in danger of being undermined by the ill-considered opinions of some of its judges, straining doubtful points and invoking quibbles in favor of corporate power, and creating legal fictions to cripple the efforts of honest labor struggling against great odds to assert its dignity, than from all the arbitrary demonstrations that were ever made by workingmen.

It seems to be generally held that the members

labor organizations cannot "violate contracts" without at once becoming amenable to the law. There must be two parties to a contract and if one is amenable to the law for violation, why not the other as well? If a corporation violates or arbitrarily abrogates its contract with its employes, what could the employes expect from an appeal to the courts or the law? They would be told in substance, "If you do not desire to continue in their employ under the conditions which they impose you can quit," and still it is claimed that "the law is no respecter of persons." Senator Hill speaks truly when he says that "It does not follow that the membership of labor organizations can not easily be kept within the law." Can he say the same of the corporations? Has any tribunal succeeded in keeping them within the law? Certainly not the Inter-state Commerce Commission. Note the words of the Senator: "The right to discharge and the right to quit must go hand in hand." Emblazon them on your banners; proclaim them from the mountain tops and from this day forth refrain from casting your vote for any legislator who does not entertain and practice the spirit which they breathe. Ye who prate of restrained liberty and demagoguery in labor organizations, read and ponder upon the closing sentence of above quotation.

#### THE SITUATION.

No fact is so patent to the citizens of this great republic to-day as that they are passing through one of the worst, if not the very worst, of all the financial disturbances in history. Mills and factories standing idle or only working hours enough to give employes the barest living, every current of commerce and business stagnant, all improvement stopped, capital in hiding, the railroads and all other of the larger corporations retrenching in every possible way, these, together with the vast and constantly growing army of the unemployed they have created, all bear indubitable evidence of the life and death struggle now in progress. Even in its short life our nation has been forced to undergo several such calamities, and the history of the present, in most particulars, is but a repetition of the past. The first indication of a coming storm to make itself felt was in the nature of doubt and distrust which seemed to taint the very air. Sagacious manufacturers early refused to add to their stocks on hand; already dangerously large, in view of the uncertainty they could see in the markets of the immediate future. Merchants refused to buy on the same conditions and every line of trade and transportation began to

feel the effects of this action. Everywhere more and more men were thrown out of employment and they in turn cut down expenditures to the very life limit. When manufacturers and dealers could get no money through their business they were forced to meet a falling market by calling in their credits or borrowing, and the banks were obliged to do the same. Those institutions with nothing better than sand for foundation began to go by the board and everybody became alarmed. Men with money in the banks rushed to get it out before it should be swallowed up in general disaster, and for a time it looked as though every financial institution in the country was doomed. The money thus obtained was hoarded away where it might be safe, but where it certainly could not assist in the ordinary business transactions of the country. All financial concerns in turn were obliged to contract their credits and increase their cash on hand in order to meet any possible run that might be made on them and between the two classes enough money has been locked up to cause a famine and compel men to pay for currency as they would for meat or flour. All are agreed that these facts exist and that so

far a genuine and general panic has only been averted by the good common sense of the people at large, backed by the wonderful resources of a country, never more prosperous than it was a few months ago. Leading thinkers, however, whose honesty of purpose cannot be doubted, differ widely as to the particular cause responsible for this most dangerous and undesirable condition of affairs. Each has his pet aversion and his specific which is warranted to bring immediate relief, but it is greatly to be feared that they are simply doctoring symptoms and fail to reach the disease, itself. They will eventually find that the disease is constitutional, not local, and that while tinkering with silver, the tariff, or the general currency may furnish temporary relief, no permanent cure can be effected until the knife has been applied to one of the most powerful off-shoots of our social system. They will find in time one of the most potent and active causes of financial and social discord with which we, as a nation, are cursed, in the constantly growing tendency toward a consolidation of capital. The manifest advantages in economy of production, cheapness of transportation, ability to control both the market for the raw material and the finished product, have proven too alluring for the most stringent laws, and to-day scarcely a necessity of life can be found that is not furnished by and is not at the mercy of some such trust or combine. It requires no figures to convince the average farmer that the prices of his wheat and corn, oats, pork and beef, are dependent only upon the market gamblers of Chicago, who force them up and down as best suits their private interests. No people can be blamed for growing alarmed over their future when a few men are allowed to control absolutely the nation's output of coal and to fix its price by the simple rule of "how much dare we ask," and not by the law of supply and demand, as equity would require. If these were the only instances and the wealth and power of these men the only disadvantages, they might possibly be borne, but the same is practically true of every necessity known to the poor man, and it is fast forcing a social condition which will prove intolerable to a free people. As all the avenues of production and trade are absorbed by these modern commercial leviathans, the great middle class, merchants with small stores, mechanics with their own shops, the small farmers, every producer who cannot command a place in the combines, will be crowded back into the ranks of the wage earners through inability to meet the competition thus forced upon them. No more deadly blow could be struck our free institutions than the obliteration

of this great middle class of independent, liberty-loving citizens, who never grow out of touch with labor and have always furnished the mainstay of free government. If the working-men of this country would have its finances placed upon a sound and conservative basis, if they would have labor receive an equitable share of its product, if they would see the members of their own class pushing on for better things under the inspiration that can come alone from the hope of independence, if they would preserve the middle classes as a mighty force for the conservation of their rights against the over-rich, they will at once unite against this insidious enemy. They have the power in their own hands and have themselves only to blame if it is not used. Half-way measures have been tried and have failed, ignominiously. Now, let labor see to it that no man be sent to the legislature or congress who will not pledge and give his best efforts to stamping out every trust and combine with which this country is cursed, even to the extent of confiscating the last dollar concerned, if that be found needful. Let the men who gamble in the prices of the necessities of life be rated with their brethren of the turf and gambling hell, but let the punishment for their offense be more commensurate with its gravity, and be fearlessly inflicted to the letter. Let the acquiring of immense fortunes by these means be made impossible, let the perpetuity of any unusual accumulation of wealth be prohibited, and a great step in advance will have been made. All this the people in their sovereign power may do if they only will before the chains have been riveted too tightly, and now is the accepted time for taking up this great work.

The first practical effect of the present financial stringency upon railroad men was felt in the retrenchment commenced by many of the companies. Most of these effected the saving desired by cutting down their train service and releasing such men as could be most readily spared for the time. A few, however, have now in contemplation a general reduction of the wages paid the men in their operating departments. The general excuse given for even contemplating such action is the hard times and the loss of business and revenues caused thereby. That this is not the true reason is shown by the fact that this proposed reduction is to be made in the face of an actual increase in both gross and net earnings for almost every road concerned. One of the companies in question shows by its official report that the business done last July was better than for any July in its history. Another road pleads the

making of extensive permanent betterments to its line and the purchase of rolling stock for the accommodation of World's Fair traffic. Now, in view of the fact that this traffic was less than was expected, and the assumption that business must be comparatively slack for some months after the fair has closed, while admitting increased gross and net earnings over last year, the manager asks his men to help him pay for these betterments and rolling stock. Still another company, who paid a four per cent dividend in June, borrowed \$1,000,000 in Europe, and after using it to pay for new rolling stock now asks the men to assist in making good that purchase. It should require no argument to convince any open minded man of the injustice of these demands and of a want of candor in the reasons given for their being made. It is also difficult to see the justice in selecting the men in the operating de-

partment for this sacrifice, as ninety per cent of them are paid only for work actually done *i. e.* by the mile and hour. In several instances the men have offered to loan the company—asking them to accept reductions on account of the hard times—a large per cent of their salaries for several months, without interest, and allowing ample time within which to pay. So far as heard from this proposition has been promptly declined by the officers. The situation is a grave one, certainly, and its difficulties are not to be brushed away with a word. Be the outcome what it may, we shall still be of the opinion that in a majority of the instances where reductions in rates of pay of employes in transportation departments is proposed, disposition to take advantage of seemingly auspicious conditions is more the moving power than actual necessities.

#### USE EVERY SAFEGUARD.

During the past five years much has been accomplished in the way of providing appliances that will add to the safety of trainmen, when in the performance of their duties. A great step in advance was taken when the law requiring the use of automatic couplers and air-brakes in the freight service was passed, thus cutting off two of the worst dangers that menace the trainmen. There still remain, however, many minor safeguards the adoption of which would tend to prevent frequent accident, and none of them should be lost sight of in rejoicing over the greater victories achieved. Much has been said upon the need for better steps and handholds on engines, and through this agitation a great improvement has been made during the last five years. That there still remains something to be done along this line is evidenced by the following suggestions offered in the August number of *Locomotive Engineering*:

Many handholds are put as nearly over the steps as possible; this is a mistake. Ample hand holds should be provided on the engine and tender, and a large, substantial step located between them. If an engine is standing still a man will usually use both hands in getting on, but if moving in either direction at moderate speed the experienced railroader will grasp the first handhold with both hands and let the motion swing his body toward the step; by the time his feet are planted there he has got hold of both handholds and is safe. Steps strung on a rod below the cab bracket and held by set screws are a delusion and a snare; they are too small to step at when the engine is moving, no one knows whether they will turn on the rod or not—they usually do—and they are eternally getting turned or bent by striking ties, rails or other material, or snow. The only real good they are is to allow men to get into the cab in the shop while the tender is disconnected. It would be better if they were off

every engine and a longer step put on the tender. These abominable engine-steps have cost more than one poor fellow his leg or his life.

On road engines men usually need to get on when they are going ahead, and as the tender handhold is always larger, longer and lower down than the engine handholds, nine times out of ten men will mount by that. In swinging on this way the steps are on the wrong side, and experienced men will usually put one foot on them, but put the other on top of the first axle-box of the forward tank-truck; this is safest, as it distributes the work of overcoming the inertia of the body to three points, the hands and each of the feet. If in place of the costly and dangerous engine step in the shape of a fire-shovel, the master mechanics would put a step on the corner of the truck frame or box, it would be better; a flat piece of boiler plate would answer well enough.

It will always be necessary for men to get on and off moving engines, orders to the contrary notwithstanding, so the thing to do is to furnish good steps and reliable handholds with as much uniformity as possible. It were far better they be too good than too bad.

All trainmen are obliged to be on the engines more or less in the performance of their duties, and the reforms indicated are of interest to all alike. It would be just as cheap to provide new engines with safe hand holds and steps as with the poorer ones still in use by some, and the old engines could be refitted at very little cost, when it was needed. If the use of poor appliances only cripple one man a year, they become by that one accident too costly to be used, and should be discarded for the very best obtainable. Let the good work go on until the men who are in the train service have been provided with every possible safeguard. The unavoidable accidents will still make their calling the most dangerous followed by civilized man.

## THE NEED OF THE HOUR.

For some reason the railroad men of the country do not appear to take up readily with the proposition to turn all their organizations into political machines. So far as they have expressed themselves the great majority are thoroughly alive to the need for new laws, bringing labor and capital upon an absolutely equal footing, and a better enforcement of the laws now on the statute books designed to protect labor, but they do not like the omnibus plans proposed to bring about this desired end, neither do they propose being used as tools for the advancement of a few ambitious and designing men. In the August number of *The Railroad Employee*, Charles A. Keller gives the following strong expression to his views upon this question, and it will doubtless meet with the approbation of many of his fellow workmen.

Certain it is that we are in need of legislation which will protect us from the greed of capitalists and corporations. We need also the repeal of existing laws which were enacted to enable capital to enrich itself at our expense, and we need further the rigid enforcement of the few laws which we have been enabled to have passed for

our benefit. Such results can be obtained peacefully and easily. All that is needed is an earnest effort on our part and an announcement to the country that we mean to beware of political traps, even if set in our midst by so-called labor leaders. An announcement further that our votes cannot be purchased by Rum, Money or Office, and that our eyes are open for trickery and deceit, and that our votes are for our true friends and against our enemies. \* \* \* \* No law-maker will refuse reasonable demands when he knows they are backed up by such principles as these, and by organizations, the members of which have the votes which mean election or defeat to himself and party.

What we need is caution, prudence and foresight against the false leadership of the over zealous or over ambitious aspirant to political honors. We have no business in active politics, for we are not trained in its mysteries, and when we plunge our Brotherhoods into politics we announce to the country that benevolence is not our object, and that we are in the field for political spoil. We should be ready to battle the individual without regard to party, and favor him only for his friendship toward our cause. Our Brotherhoods are too great and have far too wide and important a mission in protection and benevolence to for an instant enter the political field, with its treachery, deceit and wickedness, and thus smear their present spotless reputations.

## A LESSON WORTH HEEDING.

In the August number of *The Switchmen's Journal* may be found a long article descriptive of a supposed strike of switchmen in the D. & R. G. yards at Pueblo, Colorado. The article in question seems to have been approved by W. J. Walpole Lodge No. 49, S. M. A. A., and is signed by five men, as a committee, from that body. It is more than historically minute in its recitation of a long series of persecutions inflicted upon the men by General Yardmaster William Crocker, and enters with very apparent pleasure into an elaborate enumeration of the many crimes this man Crocker has committed, not only against the switchmen in question, but against society in general. This they submitted to until he discharged some of their number, when they at once ordered a strike on their own responsibility, and declared the yard to be a "scab" yard. If this were all the evidence at hand the general reader might think these men had some cause for complaint, though but few would be found to sanction all that was done on such a weak and evidently one sided statement. Unfortunately, however, for this brilliant romance, it was quickly followed by an official statement, under the seal of lodge 49, signed by its master and secretary as such, together with other members as a committee, giving every allegation made in *The Switchmen's Journal* the lie direct. In the first place they declare the communication to have been made and published

without authority from the lodge, though it is printed as having been the work of a regularly appointed committee, and afterward having been formally endorsed by that body. They next declare the allegations against Mr. Crocker to have been made solely through malice and personal spite, and then go on to knock the last bit of foundation out from under their highly imaginative brethren by the following statements:

"Whereas, a scab list has been circulated all over the country, stating that these men took strikers' places during a strike. We, members of W. J. Walpole Lodge, No. 49, wish to notify all railway men that there has been no strike in Pueblo on the D. & R. G. Railway since 1888. That there are no scabs working here, nor has there been since this lodge was organized."

As will be readily seen, this leaves the men behind the scheme in anything but an enviable plight. At the same time it is difficult to see in what particular *The Switchmen's Journal* is better placed than the men who used it for the furtherance of their malice. The statement it was induced to publish was so bitterly personal that no one need have been deceived by it, and bore an abundance of evidence on its face that the men had ordered a strike on purely personal grounds, without sanction of law, and even without deliberation. In the face of all this, without taking time for investigation, but with a haste which some may think indicates a

method in its madness, the *Journal* rushes to the support of the imaginary strike with the strongest possible editorial sanction. In doing this the editor makes use of the following deplorable language: 'There are times when the violation of any rule, regulation or law governing an organization or a citizen is permissible: Murder, under our laws, is a capital crime against the commonwealth, but when the act is committed in self-defence, it is justifiable. The strike of the D. & R. G. men was not in accordance with the constitution of the S. M. A. A., but it was the only alternative, and, under the circumstances, they were justified in using any available weapon to protect their rights.'

Every true friend of labor and of labor organizations must deplore such language when coming from any source, and especially when from men who are supposed to be leaders in the common cause. Killing done in self-defence is not murder, and murder is never justifiable. Neither is that man a safe counselor who, knowing men to be acting from personal motives and without the direction of law, first declares murder to be justifiable in self-defence, and then urges them to use all means in protecting their rights. The man who does this is either an irresponsible hot-head, lacking the first elements of safe and successful leadership, or he is actuated by personal motives, which make him doubly dangerous. If there are times when the violation of any law is proper, who is to be the judge as to the coming of the "times?" If any body of men, no matter what their numbers or their real motives, may constitute themselves the sole judges of these matters, and may first order a strike in violation

of the fundamental law of their Order, and then violate all other law in carrying it out, who will answer for the results? How long would the honest, level-headed workingmen, who are the mainstay and support of all organized labor, allow themselves to be made the tools of the designing few who may be found in any considerable body of men, and who would then be given full sway. The proposition of the *Journal* is a monstrous one, and would lead to the destruction of every labor organization in the world. No better illustration of the dangers attending the adoption of such a course could be given than the particular instance in question, where a few hot-heads break through every restraint placed around them by the laws of their Order, and are given the instant support of their association's official organ. If they had followed the advice thus given them, both directly and indirectly, and had met with similar support from all the organization, no one can estimate the amount of damage they might have done by this time. Fortunately, however, the officers of their own lodge took the matter in hand at once, and by showing up the truth of the situation and the motives actuating the men in interest, at once left them and their *Journal* stranded high and dry. Every true friend of labor will regret the occurrence, but will hope that its disgraceful failure may serve as a lesson to deter others of a like mind from a similar attempt, and at the same time serve as a check upon those men who are always too willing to advise resort to extreme measures, no matter what the occasion. The members of the switchmen's association will do well to look to their Grand Master for counsel, and not to the editorial columns of the *Journal*.

#### A WORTHY CHARITY.

Railroad men have constant calls upon their generosity, probably more than any other class of men, and yet they never fail to assist the unfortunate whom they know to be deserving. So constant are they in this practice that the generosity of railroaders has grown to be proverbial. In the face of the fact that they give thousands of dollars annually out of their earnings, none too great at best, there is still one charity to which we wish to call their especial attention, and that is the Aged and Disabled Railroad Employés Home, now situated at 1048 West Lake street, Chicago. The name of this institution will be sufficient to recommend it at once to every one who knows anything of the hazards attending life upon the rail, and we feel certain that a thorough understanding of its purposes will bring an immediate and characteristically liberal response from the

men it is intended to aid. In the August number of *The Home Journal*, a paper published in the interest of the Home, M. C. Whitcomb gives the case a strong presentation, as follows:

Do you ever picture yourself as a worn-out, old railroad man, with no home, no friends to help you?

Many who read this are rapidly nearing that eventful period in life, and with no forethought of the future, or of others. It is human to be wrapped up in one's own selfish thoughts, and to think of ours alone. Yet there are exceptions, and the writer thinks that more exceptions exist in the class of railroad men than that of any other. Their liberality is known all over the world where railroad men are employed, and, although selfish, apparently, at times, when those of their number are in trouble or need, none are more ready to help than they, and their allegiance to each other is a virtue that many who make loud professions would do well to imitate. Just now, in their be-

half, a building fund is being collected with which it is proposed to build a permanent Home in Chicago for aged and disabled railroad men. Brother L. S. Coffin, whose title should be "Our Grand Old Man," and Brother F. M. Ingalls, M. D., are at the head of the movement, and this of itself insures it to be reliable and trustworthy. Brother Coffin has headed the list with one thousand dollars. To each and all of the seven hundred thousand railroad men in our country, let this be an appeal to lend us your aid; send any amount, however small. It is not given away, but loaned. Some day you or yours will reap the benefit of it, and you never will regret it. You will sleep sounder at night. Your own heart will tell you that you have done a noble act, and God will remember all such givers.

Read the *Home Journal*, too. It is published in your behalf, in the behalf of the Home, and in behalf of all railroad men. The entire proceeds from its sale are applied toward defraying the expenses of the Home, and it should be read by all.

As Mr. Whitcomb says, the project is under safe and conservative management, and is in every way worthy the support of the men it is intended to benefit. Every one can afford to give something to such a cause, and if each railroad man in the country will give a little, the total will not only provide the \$50,000 building fund needed, but will furnish a permanent fund for its maintenance. We commend it to the thoughtful consideration of every reader.

#### COMMENT.

In the words of Grover, "the fat," "it is a condition that confronts us, not a theory." And, truly, it is not a pleasant condition. With thousands and thousands of men tramping the country in the vain search for work; with manufacturing establishments shutting down in all parts of the country, and others curtailing their operations to the lowest possible point; with mines being abandoned, with railroads discharging men on every hand, and with winter coming on to add its terrors to the distress of the unemployed, the condition confronting the wage-earners is, to say the least, discouraging.

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And the most discouraging feature of the whole miserable business is that the workers allow it to be so. It is not as though the present condition were a novelty; not as though we had never experienced its like before; not as though the periodic recurrence of these paroxysms of industrial depression had not been predicted with unerring accuracy, that we suffer in this way. On the contrary, these fits of depression have come to be such a fixed feature in our civilization that scientists have come to recognize them as the necessary concomitants of our economic policy, and have been able to demonstrate with unerring logic that they must occur about every so often as long as that policy is continued. Their demonstrations always prove out by the facts, still every little period of prosperity blinds the workers to their real condition, they fondly hug the delusion that they will always be prosperous, and refuse to believe the "calamity howlers" until they are rudely awakened by the next recurring period of depression, just as has been predicted.

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The argument by which scientists are able to predict the periodic recurrence of these fits of depression is as follows:

The worker, in one year, let us say, produces \$1,000 worth of value, for doing which he receives in wages \$346. (Census of 1880). But after he has produced the goods the worker alters his economic position; he now becomes the *consumer*; he goes into the market to *buy back* the same goods he has made. He can only buy back *one-third of them*, because he has received wages enough only to do that. The employer is left with two-thirds of his product *unsold*. The next year, therefore, when the worker asks for employment, he is told that there has been an "over production," and that the employer cannot again employ him until last year's goods are sold. But the worker cannot buy them without wages, and he cannot get wages without work; and there is no work to be done until the unsold goods are disposed of! Astonishing paradox of a "brainy" and "business" system! The employer does his best to find "new markets" for his surplus goods, and so long as he can do this the machine of profit-production—though rusty, creaking, and rickety—keeps on going somehow. But when new markets are no longer to be found, then the system must fall. It becomes self evident that as a mathematical proposition, equity must be established. Wages must exactly buy back product, and product must equvalate wages, or the time will inevitably come when production will be at a standstill, and anarchy and revolution prevail throughout the world! For, suppose that each year there remains unsold only one-tenth of the product, in ten years there is a whole year's production on hand; employers cannot afford to employ the workers, and they must either starve or revolt, and sack the warehouses. There can be no such thing as real "over production" in houses, food or clothes, so long as any human being lacks shelter, bread or a coat. There is in reality an "under-payment," which prevents them buying the things they need.

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It is astonishing to note how recklessly the real cause of our present condition is ignored, and what energy is displayed in the search for palliative measures which promise to give temporary relief, but which do not even pretend to go to the root of the trouble, and render such crises im-

possible in the future. The quack doctors of our civilization still talk of "over-production," "over-consumption," "loss of confidence," "failure of credit," and so on, *ad nauseam*, with the same owl's gravity as though the fallacy of such puerile arguments had never been demonstrated.

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We might admit the truth of all these quack arguments and still have a good case against their propounders, as not a single one of them has ever proposed anything but the continuance of the same old system based on "confidence," "credit," etc., with some variations of detail and spiced, mayhap, with considerable platitudinous advice and numerous moral reflections. If one chances to suggest that "confidence" is a mighty poor basis for a complex productive system, and that it is possible to have one that a little "loss of confidence" would not completely upset; if he asserts that he might inaugurate an economic policy which would render "over-production" and "over-consumption" impossible, he is at once set down as a bloody-minded anarchist, an "enemy of society," and so on to the end of the chapter.

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Take as an example of the extremely unstable basis upon which our economic system is built, the action of the Indian government in suspending the free coinage of silver. That action precipitated the present disaster; our industries were immediately struck with paralysis and our country filled with idle men, and China and Japan are said to be suffering equally with ourselves. Is it not a strange commentary on a civilization supposed to be founded on correct principles that the action of a few men in thus reducing the price of a single product below the point of profitable production should manifest itself throughout the entire network of industry and precipitate disaster in the four quarters of the globe? And yet there are persons who are so infatuated as to believe that by restoring silver to its former status in our monetary system the "sphinx's riddle" of our civilization will be solved. That belief is a sample of the "confidence" from which we suffer.

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One of the strangest antinomies in the whole system is that these paroxysms occur at times when the country is overflowing with plenty. With bountiful crops, with granaries filled to bursting, with warehouses overflowing with stocks of goods, men must suffer from hunger and cold because they lack the opportunity of turning their labor into the things they need. Economists tell us, with truth, that all wealth is

produced by labor; surely, when things come to such a pass that men are debarred from using their labor so as to produce wealth sufficient for their own needs, we are justified in inferring that "there is something rotten in Denmark." When labor, the very father of wealth, is estranged from its own child, when the laborer is unable to utilize sufficient of the fruits of his own toil to keep him from starving, surely is it not time we demanded a new departure? Is it not time we repudiated the silly fallacy that men must suffer the pangs of starvation because they have produced *too much wealth*?

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We talk about rights, natural and inalienable; rights with which men are endowed by their Creator, and which accrue to them through the simple fact of their existence. Is it too much to say that the most sacred right with which man is endowed, is the right of applying his labor to the satisfaction of his wants? What other right can man enjoy when he is not protected in the exercise of this right? In the absence of this right does not liberty, equality, fraternity, the pursuit of happiness, appear as the mere delusions of a disordered civilization? Can man enjoy liberty in the social state when he lacks bread and the opportunity for procuring bread?

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We talk about liberty and congratulate ourselves on the fact of living in a free country, yet only a little while ago, on July 22d last, a young man, 27 years of age, able-bodied and active, publicly offered himself for sale as a willing slave for life to any person who would support his aged mother and prevent her from being turned into the street penniless and destitute. This happened in that paradise of the 400, New York City, and the offer was made by the young man as a last resort to protect his mother from starvation, after every effort of his to procure work had failed. Such cases do not result from the application of the principles of freedom to the social compact.

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These industrial crises must occur, with more or less regularity, as long as men allow themselves to remain dependent on the will of their fellow men for the opportunity to labor. When the conditions on which a man may apply his labor to the satisfaction of his wants are under the control and subject to the arbitrary will of another man, then has man surrendered rights which he derives from God Almighty into the keeping of his fellow men, and then must he remain a slave as long as the conditions continue, although his slavery may be disguised under all the

paraphernalia of freedom. Then, also, must he expect to suffer from the effects of these industrial paroxysms just as often as the real or fancied interests of those who control the opportunities cause them to be brought about.

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Unjust and unscientific financial methods aggravate these paroxysms, they do not cause them. They cause them to appear with greater frequency than they otherwise would and they intensify the horrors of their duration, but the most perfect financial system that could be devised could not rectify the robbery to which the masses are subjected in being compelled to deliver up the major portion of the fruits of their industry for the bare privilege of being allowed to exist upon the earth.

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The workers of this country are in a more favorable position than any others under the sun. They have the franchise and are protected in their exercise of it. The ballot is a weapon which they may use with perfect safety to inaugurate and enforce any economic policy they will. They are in the majority, and when they unitedly demand that these industrial crises that entail such suffering upon them shall cease the demand will be obeyed. As long as they allow themselves to be diverted by side issues; as long as they continue to quarrel among themselves; as long as they place the interest of any party, clique, man or set of men above the interests of labor as a whole, they must continue to struggle along in slavery. But when they know their power and intelligently use it their emancipation is assured. May God haste that happy day!

"B."

There is merit in the suggestion made by William Worth Carlin before the congress of architects at Chicago, that laws be enacted establishing the standing of architects and preventing incompetent and undesirable men from entering that profession. No one will question the statement that the standards of the legal and medical professions have been raised materially by the strict regulations governing the qualifications of their members. In these days of great cities with their immense buildings, offering new dangers to the lives of the thousands who are compelled to inhabit them, it would seem to be equally important that the men entrusted with their construction should possess every qualification for the performance of so responsible a duty. In them, however, the expenditure is so great that it may be said to furnish a safe warrant against any shoddy in construction or the employ-

ment of any but the best architects. It is in the secondary structures that the temptation is strong to economize, and contractors who are indifferent to anything but profit, combine with equally reckless architects to endanger the lives of all who venture within the death trap produced by their joint cupidity. The measure proposed will have served a most beneficent purpose when it has driven such men as these out of an otherwise honorable profession, and has placed a check against such terrible calamities as that at Ford's theatre and the cold storage building in Chicago.

One of the hardest lessons, apparently, for mankind to learn is that nature's forces are not inexhaustible. The need for economy in the use of any one of the many aids offered by the universal mother to her children, does not appeal with any great force to the average man. A warning was sounded years ago against the destruction of the almost boundless forests with which this continent was clothed, but it was unheeded, and even now, when the danger signals can be read in recurring droughts and disappearing streams, the destruction goes on. The same may be said of the coal fields, which were once thought to be illimitable, but have now been brought within very distinctly defined limits. Later still the finds of natural gas and oil have given occasion for a display of prodigality but little short of sinful. Already there is talk of a speedy and complete failure in both. Enough of each has been wasted to supply the legitimate needs of the world for years, but the lesson of economy comes too late to be of advantage. So far as the present generation is concerned, there need be no fears, but the future should be enough of a care upon the minds of all to prevent a waste of these forces which cannot be replaced, and without which there is little of hope for the generations to follow us. There is encouragement, however, in the consideration now being given these matters, not only by men of national reputation, but by the people generally. For some years there has been active agitation looking toward the conservation of the forests of the nation, and much has been accomplished in the way of replacing those already destroyed. Thought is also being given the need for economy in using up the world's fuel supply, and it gives promise of leading to equally practical results. The great need is for an immediate application of those principles of economy which will confine consumption to the actual needs of life and commerce, and at once shut off the immense waste which is now being permitted, apparently under the mistaken idea that there is no limit to the supply.

In all the calendar of crimes of which human depravity is capable, there is no one more cowardly or more thoroughly despicable than that of train wrecking. One may feel some measure of respect for the man who holds a train up and offers his life as a pledge of his success in despoiling it, but the mind shrinks in horror from the brute who, lacking even that poor courage, deliberately plots the destruction of an entire train load of men, women and children, in order that he may plunder in safety. For such a crime there can be no adequate punishment, and too often there is absolutely none. It is growing to be so common that scarcely a day passes without some such attempt being chronicled, and at the same time there seems to be a growing disposition to treat them as of little moment, especially when the attempt has not been successful. But few have ever been punished for this most dastardly of crimes, and for that reason there should be a revival of the spirit among our officers. Every attempt at train wrecking, whether successful or not, should be followed to the end, no matter how much of time and expense it might require, and no man convicted should be allowed an opportunity to repeat the crime. In some instances capital punishment might be found to be too severe, but a wretch so lost to all instincts of manhood as to make one attempt should be kept where its repetition would be forever impossible. When these bloody-minded cowards come to realize that relentless pursuit and the extreme limit of punishment will follow all crimes of this nature, they will not be so free to undertake them.

To the philosophic mind one of the chief features of interest about the great World's Fair must be the measure it now furnishes for the possible and probable growth of the next half century. But few years have elapsed since the closing of the great exposition at Philadelphia, yet they have given form and habitation to many of the wildest dreams of that day. Especially has this been true in the mechanical world where machinery has steadily pushed its way into the domain supposed to be irrevocably set apart to the trained and inventive mind, directing the skilled hand. Steam had worked wonders twenty years ago, but electricity has steadily usurped its functions, aside from filling its own wonderful world of achievement, and the telephone, phonograph and telautograph have more than discounted the most vivid imaginations of that earlier day. It would seem that the air is the only element to persistently defy control, and that, with it in bonds, the mind of man will have reached the limit and must turn its attention to the application and conserva-

tion of natural forces rather than their confinement. No human foreknowledge, however, can place the bounds of inventive genius, and the most we of the present dare do, in the presence of the triumphs of the past, is to wonder what miracles may be left to be unveiled at the next world's showing.

The thinking mind cannot but wonder at the apathy with which the workingmen have always regarded the constantly growing competition to which they have been subjected by means of a forced immigration. They have not been backward in protecting their rights by organization, and by such other means as have been within their power, but have scarcely lifted a voice against this never ending flood of rival labor. It would seem that this present time, with its financial conditions all verging on a panic, with capital timid and afraid to venture, even in the ordinary lines of production, with many out of employment, all uncertain, and wages constantly dropping, would enforce upon all minds the folly of continuing this influx upon an already gorged labor market. It may not be regarded as necessary to close the gates of this country entirely against foreign labor, but the common rules of self-protection would seem to dictate that the labor market of America be reserved for American workmen. There are other considerations entering into a consideration of this question which it may not be out of place to bring up in this connection. The time is rapidly approaching when we, as a nation, must take up in earnest the building of an American manhood, without which we can never hope to reach the best of which our country is capable. True Americanism can never be builded so long as each year brings its additional hundreds of thousands of foreigners, with all their class characteristics, to be amalgamated into the nation. Time must be given for all these people to grow together into one, with a distinctively American spirit. When that has been done we will have a nation, and not before. In addition to all this, the public lands are being rapidly taken, and it is full time that some portion of them were set apart for the young men of American birth, who will otherwise be forced into life without any such provision as was made for their fathers. The gates of this country have been open to the world at large for years, and it would seem that all our abstract duties, in the way of offering shelter to the oppressed, had been fulfilled. Wisdom now demands that the sentimental side of the question be laid aside; that the home labor market be reserved for home labor; that a homogeneous nation be builded up with a true national spirit, and that some portion, at least, of the nation's vast public domain be reserved for the coming generations of true, native-born Americans.



## THE GOOD OF THE ORDER.

CLEVELAND, O., July 10. 1893.

*Editor Ladies' Department:*

As the columns of the monthly are open to the Ladies' Auxiliary, I wish to take advantage of this privilege and address a few words to all interested in our Order, and perhaps a word or two to those not particularly interested in the same. We have much to feel encouraged over. Several divisions have already been organized since the meeting of the Grand Division in May, with a number of charter application lists out for others, which no doubt will materialize in a short time. The O. R. C., I feel sure, are waking up all over the country to the merits of the Ladies' Auxiliary, which, if properly conducted, can accomplish much more towards promoting the interests of the O. R. C. than can the Order alone without its accessory in the form of an Auxiliary.

There is a charm in this which no other society can provide. We must all be wives of members of the Order of Railway Conductors. No other Order will answer our purpose but this one. Consequently a happy feeling of unity and strength is at once engendered, and we work with a feeling of security and assurance of the hearty support and approbation of our husbands while working and aiming to assist them in their labor of love. Aside from this we find opportunities of improving ourselves. Learn to be unselfish, charitable toward one another, and in many ways learn that consideration for each other which is so beneficial to anyone.

No more generous class of men live than railroad men, and their wives appreciate a generous action as well as anyone and enjoy assisting them in any charitable work they may undertake, and how much better can they work if bound by an obligation pleasing to take, easy to keep and a privilege to practice its precepts.

As I said above, the Auxiliary, if "properly conducted," can accomplish much. Disinterested, unselfish women should be the leaders, as, if only the selfish interest of the officers is considered, no good will result.

We can so much benefit each other by this union of forces, and, finding each other out, seeking to learn of each other the best way to live. This avenue is the conductor's wife's opportunity. By taking advantage of it she does not, necessarily neglect her home, but in reality learns better methods, finds better subjects to occupy her mind, soon becomes more companionable to her husband, as he at once is interested in the Auxiliary and becomes more confident and considerate of his wife's ability to comprehend and converse with him on subjects hitherto never mentioned between them. In time she becomes, as should always be the case, his most confidential companion; he finds his wife more companionable, and is surprised at the breadth and clearness of her views, and as her mind develops more and more his respect and love are increased. This is only one of the many benefits we might enumerate from being identified with the Auxiliary. Its workings must be harmonious to secure these desirable ends. Without harmony only discouragements can be counted, and in most cases more harm than good will be the outcome. But should dissension appear in one division, let it only serve as an experience by which others may profit. Let new divisions organize, confident this state of affairs need not be. Sensible, honest women may feel assured of their ability to conduct a division of the Ladies' Auxiliary successfully by beginning right and faithfully adhering to the right regardless of selfish claims or grievances.

Perhaps a few words as to how an auxiliary may be started may not come amiss, as well as a statement of the cost. In the first place let some one interested in the matter open correspondence with the Grand President or any of her deputies, asking for instructions how to proceed. This will be complied with cheerfully and a blank application for charter and copies of the constitution forwarded, which will enable them to immediately set to work. The cost to new divisions at time of organization is but \$15.00 and to charter

members \$1.50 each. Therefore ten (10) or more members can organize. All money remaining above the \$15.00 going into the treasury for future needs. Almost any division can organize with at least twenty (20) members, and oftentimes twice this number. By consulting the L. A. directory in THE RAILWAY CONDUCTOR the addresses of Grand President and Deputy Grand President can be obtained, and we invite anyone interested to open correspondence to this end that you may secure the benefits of an Auxiliary.

Let us hear from existing divisions, and listen to the account of their work. On reading Sister Simmon's letter in the June issue of THE RAILWAY CONDUCTOR; my husband remarked he wished she would come to Cleveland and secure some other day for Division No. 14's meeting, as was done in Ottumwa, Iowa, through efforts of the Auxiliary, but so far no one seems to think any day so good as Sunday for Division No. 14's convenience. I wish they would try the experiment for a time of meeting on a week day. To be sure, should this be done, my husband, who is secretary, would be unable to attend an entire session, but maybe it would be possible some other member could be found who could always be present some other day of the week and this would liberate all for Sunday rest and communion with their families. This day of all the week is the wife's day of rest; and could she have the company of her husband exclusive of other demands on his time, how sweet the day! How joyfully looked forward to! It is worth working for. Judging from the intelligence of the representatives at the Grand Division many bright letters should appear, which would be eagerly perused by all. Let the Auxiliary assist in making the Ladies' Department of THE RAILWAY CONDUCTOR a live and bright department. Let each one work to build up our Auxiliary and soon we, as an organization, will stand second to none in the country.

Yours in T. F.,

MRS. C. P. HODGES,  
5 Fairfield Street, Cleveland, O

#### A Mistake Corrected.

To my surprise, not long ago I learned that somehow there had been a mistake made in my statement of the Grand Secretary's report, given the Grand Division in Toledo last May.

I know full well that no one acquainted with Sister Higgins would entertain any doubts as to her integrity or honesty of purpose, yet justice to her requires that I strive in this way to make amends for the mistake, however it occurred. In the statement in question there was an omis-

sion of \$10.20 in one place and 5 cents in another in the column of figures denoting disbursements. The \$10.20 for badges, the 5 cents for printing.

As the Grand Secretary's books were audited by three other sisters, it would not seem reasonable that all should make such a broad mistake, and, indeed, they did not. Therefore, I wish to ask their pardon for allowing such an omission to pass unnoticed. I probably should never have known of it had not Sister Higgins called my attention to it, and the gentle manner in which this was done has earned for her the sincere gratitude of

Yours in T. F.,

MRS. N. D. HAHN.

PORT HURON, Aug. 22, 1893.

#### Editor Ladies' Department:

Again I take my pen in hand in behalf of Michigan Division No. 32. A few encouraging words are never out of place and I feel it a duty as well as a pleasure to give them. I am deeply interested in the welfare of our division and can truthfully say that as far as I can learn, all our members are sincere and zealous and working hard for the success of the common cause.

Division No. 32 is growing and prospering nicely, considering the short time it has been organized.

Sister Jennie Wadsworth gave a lawn social at her residence on Huron avenue recently. The lawn was handsomely decorated with Japanese lanterns, for which credit is due those having the affair in charge, and the social was a success, socially and financially.

We are sorry to lose our vice-president, Jennie Wadsworth, from our division, she having moved to Owosso to reside. A picnic was tendered her previous to her departure, which proved as pleasant as could be expected considering its cause. The vacant office is filled by our very efficient sister, Mrs. E. Daniels.

I would like to say a few encouraging words for the members of the O. R. C., St. Clair, Tunnel Division No. 136, of which my husband is a member. All its members, so far as I can learn, are industrious and diligent workers for their families and also for their Order. God bless and continue to guide aright these men whose lives are in danger, toiling for our comfort. I feel that we cannot make home too pleasant for them.

Yours in T. F.

MRS. J. W. MCCARTHY.

PUEBLO, Colo., Aug. 28, 1893.

#### Editor Ladies' Department:

On the afternoon of July 1, 1893, our lodge was instituted by Mrs. J. L. Kissick, Deputy

Grand President, from Denver Division No 23, assisted by Mrs. J. H. Clark and Mrs. W. H. Hinkley, of the same division. We organized with twenty charter members and all take an active interest in our lodge, so that every meeting is enjoyed and the next one looked forward to with pleasure.

The officers are, Mrs. J. L. Dalton, president; Mrs. R. J. Cory, vice-president; Mrs. Cal Graves, senior sister; Mrs. B. J. Marlow, junior sister; Mrs. C. E. Duey, guard, and Mrs. M. B. Slack, secretary and treasurer.

We meet at Riverside hall on the first and third Saturdays of each month.

The evening of July 22 we gave a "mysterious tea" at the hall from 6 o'clock until 10, which proved a great success, both socially and financially. Four tables were set in the dining room, all of which were prettily decorated with flowers. The reception room was also decorated with flowers, and card tables were placed for those who wished to play, and there was music, both vocal and instrumental. The menu caused a great deal of merriment and many laughable incidents occurred. Some thought there was a "sell" about it, and one brother, being afraid to trust to his own selection, said he would take "the whole works." When one ordered "two for a cent," he looked surprised when he was served with two onions, likewise when another ordered "Saved in the ark" and "food of the spinning wheel," he got ham and a roll.

I will give you the whole menu and let the readers guess what we had to eat:

#### MENU.

##### FIRST COURSE.

Saved in the Ark                      Woman's Weapon  
Conundrum    Toby's Tea Party    Two for a Cent  
Wood from a Celebrated Watering Place

##### SECOND COURSE.

Food of the Spinning Wheel.  
Staff of Life                      Universal Lubricator  
   Brakeman's Favorite  
What You Don't Want to Get Into

##### DESSERT.

Eve's Temptation Encrusted  
Skipper's Home                      Jack O'Lantern Encrusted

##### BEVERAGES.

All Men's Favorite                      Spring's Offering  
Old Maid's Relief                      Conductor's Friend

##### EXTRA.

What I Do When I See a Mouse—5 cts  
What He Takes, 5 cts.

After supper the tables were cleared and dancing was indulged in. As this was our first attempt we feel very much gratified with the result.

I have long been a reader of THE RAILWAY CONDUCTOR and wish it the success in the future that it so richly deserves.

Yours in T. F.

MRS. M. B. SLACK, Secretary.

JACKSON, Tenn., Aug. 14, 1893.

*Editor Ladies' Department.*

Permit me to say through your columns to our distant sisters that Ideal Division No. 39 is progressing nicely. Our meetings are well attended now, despite the hot weather, and the fact that so many of our members are out of town. Several new members have joined us lately and all seem to be interested and good workers for the Auxiliary. As our motive is to promote sociability, I believe we will make a success; indeed a more congenial spirit may be noticed among the members. At any rate we are greatly encouraged and are looking forward to even better things in the near future. With regards to all the sisters, I remain

Yours in T. F.

MRS. P. B. WILKINSON.

DENVER, Colo., Aug. 5, 1893.

*Editor Ladies' Department:*

As will doubtless be remembered, Denver Division No. 23 was organized September 16, 1872, with twenty-two charter members. The following officers were elected to serve during the first year: President, Mrs. J. S. Kissick; vice-president, Mrs. F. W. Graham; secretary and treasurer, Mrs. J. J. Bresnahan; senior sister, Mrs. F. Conboy; junior sister, Mrs. C. Smith; guard, Mrs. Webster. At our annual meeting this year these ladies were complimented by a re-election, an honor they had most worthily won.

Our meetings are held on the second and fourth Fridays of each month. Ever since our organization our membership has been increasing, and, to our delight, all the new members have been found to be excellent workers and in the most perfect harmony. The division has filled a long felt want as it has enabled the conductors' families to become better acquainted and has opened up to each one of us new opportunities for social enjoyment. Hoping what we have been able to do in the way of growth may help others as much as their reports have helped us, I remain

Yours in T. F.

MRS. J. W. JONES.

## Notes On Correspondence.

*Editor Ladies' Department.*

The letters in your department for August were of more than usual interest to me, though they always give me great pleasure in reading. The first to attract my especial notice was that by Sister Hahn, on the "Greatest Thing in the World." How few of us think of this word "love" being the most comprehensive of words. In the way she wishes it represented, it would be the greatest and grandest of all words. "Love thy neighbor as thyself." I fear too many of us love ourselves and forget we have neighbors. I know from my association with Sister Hahn while in Toledo that every word she writes comes from her heart. Next, there was that letter from C. Y. B., of Denison, Texas, who speaks so warmly of their president. With such a president and their lap banquets, they must enjoy their meetings. Then there is Banner Division No. 26, and I regret not being with them in that party of July 11, last. I should have enjoyed the singing by Brothers Purrett, Loop, Wright and McIntyre. Their song, "Annie Rooney," is quite a favorite in this region.

Our motto, "True Friendship," I am glad to see, still exists. May it be the means of brightening many homes in this world of trouble as well as pleasure.

"Sowing Wild Oats." Is there a family in all this broad land that has not felt the sting of such sowing?

Write again, Sister Smith, of Idaho. Your lines may reach the right one.

It was my good fortune to attend the meeting at Topeka, and the reception was most pleasurable. The music, furnished by Prof. Banister and daughters, was, to me, one of the most enjoyable features of the occasion. All of us will rejoice with the sisters of the "far west" Cascade Division No. 36 in the success of their social. Such successes cheer us all in our common labor. It would have been a great pleasure to me to meet some of the members of this division while at the World's Fair, as I was lost from my party frequently and could find no one I knew.

Another of the interesting letters to me was that of Sister Moore, every word of which I have treasured away.

The recognition given Brother Keithline by members of Division No. 20, at Wilkes Barre, Pa., was eminently a graceful and deserved compliment. The old adage, "a friend in need is a friend indeed," is especially applicable to this brother. By the way, we would all be glad to hear from Sister Gunn and the "Little Conductor."

In my opinion Brother Welch struck the right chord in his letter upon the subject of extravagance. It is too often the case that money is expended in burying a brother that might be put to a much better use in aiding his destitute wife and children. Often it is said in excusing such a course, "It is the last we will be able to do for the poor fellow;" but that should not be allowed to blind us to the real situation. He is past all help, while his family may be dependent upon charity for the bare necessities of life. Let each case be carefully investigated, and if any money is to be given in charity, give it to the living. Frequently it happens that the men who fail to provide for their families, in case of death, are the most popular and their friends all feel like making some public demonstration of that popularity. If they would think it over they would at once see the advisability of remembering the widow and orphans before making a display at the funeral. Brother Welch has done an excellent work in the way of insurance. He could talk to the husbands upon that subject when it was a delicate thing for the wives to attempt, and now he is continuing his good work in behalf of the brothers by advocating economy. Go on, Brother Welch, and may success attend you.

Yours in T. F.,

E. N. F.

It is not altogether surprising that considerable misapprehension should exist in many quarters as to the actual position and amount of authority which the house of lords holds in the composition of parliament. A common error seems to prevail, and it is not confined to this country alone, that, for the purposes of any great constitutional or legislative change, the house of commons is all-powerful, and that in no matter of any great moment, even though it involves a complete revolution in our mode of government, an entire and experimental reconstruction of those safeguards for the property and personal liberty of a large class of the Queen's subjects which have their foundation in the common law of the land, is its judgment and verdict to be gainsaid or questioned. The error is the more widespread, as it has of late been sedulously fostered and promulgated for party purposes, so that by its constant reiteration in various forms, either of denunciation, or threat, or warning, people have been led in many cases to believe that the house of lords is in reality nothing more than a chamber for the registration and approval of the decrees of the other house, the latter holding the absolute power to loose or bind as it pleases.—*From "The House of Lords and the Home Rule Bill by the Earl of Donoughmore, in North American Review for September.*



The September number of the *New York Musical Echo* will be found to contain its usual full complement of most excellent music. It never fails to well repay careful study.

The *Locomotive Engineering* is always full of interesting matter, and the September number is up to the general record. It contains as additional features pictures of the leading members of the Association of Air Brake Men, including their officers, and an even better showing for the Association of Traveling Engineers. This last is a full page of excellent portraits, comprising the best known members of that organization, and is well worthy of preservation.

The August number of *Good Roads* is devoted especially to the Iowa highways and their improvement, the articles upon this subject being by such well known authorities as Gov. Boies, Ex-Gov. Larrabee, of Clermont, Iowa; Judge Thayer, of Clinton; Col. Thos. F. Cook, of Algona; Hon. J. Brigham, of Cedar Rapids; Henry Wallace, editor of *Homestead*; Harvey Ingham, editor *Upper Des Moines*, Algona; Hon. Jas. Yuill, of Cedar Rapids; Prof. Steyh, city engineer, Burlington. As these names would indicate, the number is full of valuable reading for all who feel an interest in this vital subject.

In the September number of the *St. Nicholas* the editor announces that the *Wide-Awake*, a Boston magazine of somewhat similar purpose, has been purchased by The Century Co., and that its large list of readers will be added to the *St. Nicholas* constituency. Mrs. Dodge has the following pleasant greeting for "Our Readers, Old and New:"

"And now a turn of events has suddenly brought us a welcome host of recruits—another happy and eager crowd, a throng of 'Wide-Awake' young folks, who have been traveling, all this time, a road so nearly like our own it seemed only natural that, sooner or later, the two should have come together.

"So, with this September issue, the beautiful Boston magazine joins forces with *St. Nicholas*.

Meantime, the good Saint has a message for us all. To the readers of '*Wide-Awake*' he extends the heartiest of welcomes, while to us he accords the happy privilege of doing all in our power to atone for the loss of their long-time favorite and benefactor, so well beloved and honored.

"In truth, if a fresh spirit of youthfulness should come in with the new crowd, *St. Nicholas* will be all the happier—and younger, too, despite its twenty years. Time, you know, does not always make old age; and the new leaf in the top of a giant oak is as young as the new violet that opens far down at the base of the tree."

A glance at the contents of the current number is ample evidence of the ability of the *St. Nicholas* to keep fully abreast of the requirements of all its readers.

The French are doing as their aggressive British neighbors have often done. The British don't like it any more than the French liked their doings; but that is no reason why the British should call them names. The British Government must simply decide whether or not it is worth forestalling the French when the question is not the left bank of the Mekong, but the ownership of Bangkok. They will struggle to maintain the buffer state as long as they can; but buffers wear out, and they may as well make up their minds that if Bangkok is not British it will be French. The term of grace during which they were isolated in India is rapidly drawing to a close. Their great dependency is being approached from northwest and southeast, and the menace of the French advance will be very useful if it cools down the fever of Russophobia. For the British will find that so far as they are concerned it is a thousand fold more easy to get on with the Autocrat of all the Russians than it is with the Republic of France. The Czar has at least the responsibilities of his position, whereas the French Republic practically means a temporary congeries of political ephemera driven hither and thither by the stinging clouds of journalistic gnats which swarm on the Parisian press. The French encroachment upon Siam will at least serve to remind British public men that France, and France alone, is the secular rival of Britain.—From the "*Progress of the World*," *September Review of Reviews*.

I have never seen it set down among the advantages of travel that one learns to understand the poets better. To see courts and governments, manners and customs, works of architecture, statues and pictures and ruins—this, since modern travel began, is to make the grand tour; but though I have diligently sought such obvious and common aims, and had my reward, I think no gain so great as that I never thought of, the light which travel sheds upon the poets; unless, indeed, I should except that stronger hold on the reality of the ideal creations of the imagination which comes from familiar life with pictures, and statues, and kindred physical renderings of art. This latter advantage must necessarily be more narrowly availed of by men, since it implies a certain peculiar temperament; but poetry, in its less exalted forms, is open and common to all who are not immersed in the materialism of their own lives, and whatever helps to unlock the poetic treasures of other lands for our possession may be an important part of life.

I think none can fully taste the sweetness, or behold the beauty, of English song even, until he has wandered in the lanes and fields of the mother country; and in the case of foreign, and especially of the ancient, poets, so much of whose accepted and assumed world of fact has perished, the loss is very great. I had trodden many an Italian hillside before I noticed how subtly Dante's landscape had become realized in my mind as a part of nature.

I own to believing that Virgil's storms never blew on the sea until once, near Salerno, as I rode back from Pæstum, there came a storm over the wide gulf that held my eyes enchanted—such masses of ragged, full clouds, such darkness in their broad bosoms broken with rapid flame, and a change beneath so swift, such anger on the sea, an indescribable and awful gleaming hue, not purple, nor green, nor red, but a commingling of all these—a revelation of the wrath of color! The waves were wild with the fallen tempest; quick and heavy the surf came thundering on the sands; the light went out as if it were extinguished, and the dark rain came down, and I said, "T is one of Virgil's storms."—George E. Woodberry, in September *Century*.

Trousers appear to have been introduced into Rome at a comparatively late period, and as a part of the military uniform. They are worn by the Roman soldiers represented on Trajan's column as barbarians. The Greeks had never adopted them. With their instinctive sense of beauty they had recognized that these are the only garments that cannot possibly be made graceful. A sleeve may become a part of the

drapery of a figure, a trouser-leg is more obstinate in its ugliness. If tight, it bags at the knees on the third wearing. Yet this perhaps is its least objectionable shape. If somewhat loose it takes petty and meaningless folds. Some Oriental nations have tried to disguise it as a skirt, but the result is not entirely satisfactory. If the trousers do not appear to give freedom to the leg they have lost their principal merit. Compromise, which is the life of politics, is the death of art, which should always struggle after an ideal. So thought the Greeks when they entirely renounced for themselves the barbarous pantaloons.—From "Clothes Historically Considered," by Edward J. Lowell, in the September *Scribner*.

As an illustration of the money paid to writers as soon as they acquire a reputation, the September *Cosmopolitan* contains less than eight thousand words, for which the sum of \$1,666 was paid. Ex-President Harrison, Mark Twain and William Dean Howells are the three whose work commands such a price.

The September number has more than one hundred illustrations, giving the chief points of interest in the Columbian Exposition, and the Fair is treated by more than a dozen authors, including the famous English novelist, Walter Besant; the Midway Plaisance, by Julian Hawthorne; Electricity, by Murat Halstead; the Liberal Arts Building, by Kunz, the famous gem expert of Tiffany & Co.; the department of Mines, by the chief of that department, etcetera.

A feature of this number is a story by Mark Twain, entitled "Is He Living or Is He Dead?"

*Outing* for September opens with a fascinating, complete story—"Donald Grey; the luck of a Good-for-Nothing," by A. B. Ward. The youthful pranks and escapades of the hero, his removal to Gotham, his misuse of brilliant talents and gradual fall from honorable employment to sharp practices and "playing the races" and the pathetic picture of a weak, doting mother sorrowing at home, are all sketched in a masterly manner. Thousands of bright youths have run the same fatal course, thousands more will follow it to be finally ruined by turf gambling, and many an ambitious reader of *Outing* can study the story for his good. It is a warning true to life and free from twaddling sentiment. Other notable features of an excellent number are, "Temecula Canon," a picture of California sport by T. S. Van Dyke; "Our Sailor Soldiers," by E. B. Mero; "Football on the Pacific Slope," by John Craig, and "A Wolf-Hunt," by Patty M. Selmes.



## THE RAILROADERS MEETING.

The Wilkes-Barre, Pa., *News Dealer*, of August 28, contained the following interesting account of the very successful union meeting held at Hazleton the day before: "A more pleasant day could not be wished for by the members of the different railroad orders than yesterday for their union meeting which was held in Hazleton, the only discomfort being the warm weather. Judging from the long line of cars which pulled out of the Lehigh Valley depot shortly after 7 o'clock, it would indicate that the union meetings were growing in popularity. There were fifteen cars all filled with the members of the different orders, their wives, sisters and sweethearts, and all enjoyed the beautiful ride over the mountains to the city of Hazleton. At Penn Haven Junction the train was cut in two and taken in two sections, the last section arriving at 9.40. The whole town was out to meet the railroad boys, as was seen by the large crowd that swarmed around the depot as the train came to a halt. When both sections arrived the members of the orders proceeded to the opera house where there was a secret meeting to which no one but members were admitted. Shortly after 12 o'clock this meeting was over and all repaired to the different hotels, which were equal to the emergency, accommodating all visitors nicely. The mayor of the city gave the visitors the use of the town and almost every hotel and restaurant threw their doors open. Precisely at 2 o'clock the delegates re-assembled in the opera house for the afternoon session, which was for the public. The following program was arranged and carried out:

1. Voluntary.....Prof. Wright
2. Anthem.....By the Choir
3. Prayer.....  
Rev. Shields, Pastor St. Paul's M. E. Church
4. Selection.....Hazleton Zither Orchestra
5. Address.....C. Wilson, of B. of L. F.
6. Anthem.....By the Choir
7. Selection.....Zither Orchestra
8. Address.....By C. H. Wilkins, O. R. C.
9. Instrumental solo.....Prof. Wright
10. Address.....J. Henry, B. of L. E.

11. Anthem.....By the Choir
12. Doxology and Benediction.

In the absence of Mayor N. L. Gavitt, who was called out of town unexpectedly, Rev. Shields, of St. Paul's M. E. church, delivered the address of welcome, and in his remarks he told the visitors that they were welcome to the town and he hoped all would have a pleasant time. We extend to you the freedom of our little town in the mountains and know you will not abuse the privilege. (This was received with loud applause)."

The *Record* of the same date adds the following regarding the number in attendance and the purpose of the gathering: "Special trains from Easton, Pottsville, Sunbury, Wilkes-Barre, Scranton and Sayre took several hundred members of the Brotherhood of Locomotive Engineers, Locomotive Firemen, Railway Trainmen, Railway Conductors and Telegraph Operators to Hazleton, and many ladies accompanied the party.

Eleven cars went from the Wyoming division and four from the Northern division of the Valley road, including those who came from the other railroads in those vicinities.

The object of these periodical gatherings of railroad men is to foster a spirit of fellowship and harmony among them and to keep them informed of the current transpirations in railroad circles. No questions of importance are decided at the secret meetings, as these are left for consideration by the individual Orders."

DENVER, Colo., Aug. 7, 93.

*Editor Railway Conductor:*

That old saw of a "new broom sweeping clean" no doubt is applicable to the case of the correspondent of Denver Division No. 44, for didn't he promise in a communication, published sometime in the beginning of the year, that his division should be heard from often? Has he lived up to his promise? Not much, as anyone knows of,

and he takes this opportunity of offering an apology to Denver Division No. 44 for his failure to live up to a promise made, I assure all, with the very best intentions of fulfilling. The unfrequent occurrence of anything particularly startling, however, is brought forth as an excuse, on this occasion, and, I hope, will be accepted.

The recent cutting down of the passenger train service on the Rock Island has made quite a number of changes in the runs. Brother C. H. Wilsey goes on the extra list and is now running between Colorado Springs and Phillipsburg. Milton Edward Seabee, who has been the efficient train master for the Rock Island at Denver for the past two years, takes Brother Wilsey's run between Denver and Limon, owing to the abolishment of his office.

The D. & R. G. people have asked their train men to submit to a reduction of 10 per cent. on the present rates of pay, owing to the extreme dullness of business. Perhaps no road in the state has been so seriously affected by the shutting down of the mines as the Grand, and the management of the road declare that it is highly necessary that expenses be reduced to the minimum in order to continue business at the old stand. As this corporation has been unusually liberal in its treatment of the men, there is no question but that the men in return will show their appreciation of past favors, during the flush times, and do the right thing.

Division No. 44 intends giving a grand excursion to Palmer lake on the 13th inst., and long before this correspondence reaches the readers of THE CONDUCTOR—if it ever does at all—we anticipate that a large number of people will have enjoyed themselves at this beautiful resort on the "divide." The committee having the arrangements in charge is composed of Brothers Bresnahan, Hancock and Griffin, which is a sufficient guarantee that our prediction for a good time need only be made, as these gentlemen never engage in any enterprise looking to the welfare of the Order which they allow to prove a failure in any respect.

The Colorado Midland have extended their passenger runs from Colorado Springs to Denver. This necessitated the removal of Brothers Briggs and Miller, of 244, from the Springs to this city. Brother Tuttle, of 244, was on the runs with them for a short time, but is now on one of the suburban runs out of Colorado Springs, his place being taken by Brother "Hank" Bartlett. Business on the Midland is extremely dull—shutting down of mines and smelters the cause.

Brother George Tarr was on the sick list a few weeks last month. We are glad to note the fact

that his smile is at present engaged in brightening the gloom of the canyon (on cloudy days) in the run to Silver Plume, and succeeds admirably. While he was off, Brother Harry Dixon's smile did the business to perfection.

Brother Ben Webster has a painfully sore hand owing to the fact that a finger wasn't equal to the emergency of holding up a 300 pound sample case. Brother W. holds forth on freight, at present, owing to the dull times and the taking off of two passenger runs on the Rock Island.

Quite a goodly number of the brothers in addition to their duties on the road are at present occupying positions in our savings banks—stockholders. If you doubt our word, why ask—well, ask Brother Lon Pierce at the Union depot.

If the division would only change the meeting days to the ones on which the writer is in town, he might be able to attend oftener and secure items that would be of interest to not only our own members but to those belonging elsewhere. As it is, however, he will have to do the best he can and hopes to "come again" soon.

Yours in P. F.

J. W. M.

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RALEIGH, N. C., September 5, 1893.

*Editor Railway Conductor:*

It has been some time since I have seen anything in THE CONDUCTOR about Raleigh Division No. 264, and I feel it to be my duty to let your readers know that we are still running on time. More than that we are having work to do in each degree almost every meeting, with no falling off in immediate prospect. It has been a source of regret to me that bad weather and my situation combined have compelled me to miss many of the meetings, but my train is on the State University branch and does not run on Sunday. As a consequence I am obliged to go twelve miles on horseback or count the ties when I wish to attend. If nothing happens, however, I hope to be able to attend the next one, if I do have to count the ties, and it will not be a new experience to me, either.

The semi-annual meeting of the O. R. C., B. of L. E., and B. of L. F. is drawing near. On the second Sunday in October representatives from these Orders in both North and South Carolina will gather in Charleston and, if the past can furnish any criterion, they are in for a splendid time. It would be a pleasure to me, and I know it would be equally a pleasure to all the rest, if some one of our grand officers could be present. It has been my privilege to attend the last two of these gatherings, but I am afraid it

will be out of my power to be with the boys on this occasion.

I was glad to see by the report of the last grand convention that our beloved Order is still growing, and hope that by the consistent use of our inspiring motto it may continue to move onward and upward. Hoping this may not find the waste basket, I remain

Yours in P. F.

FRED C. SMITH.

CEDARTOWN, Ga., Aug. 31, 1893.

*Editor Railway Conductor:*

Six years ago a band of conductors met in Rome, Ga., and organized Rome Division, No. 230. There were twelve of that band of brothers, and no similar organization ever started with more devoted or more energetic charter members. Today those charter members are scattered to all parts of the earth, but I am happy to be able to say that most, if not all of them, have done well. Only one is missing from the roll, Bro. Nelson, who was called to his last reward some four years since. During our six years of life as a division we have had sixty-eight names on our books, and feel that we may well be proud of our record. Some have been transferred to other divisions, some have been transferred to us, a few have wandered, but we still have forty-two members in good standing. We still hope to welcome back to the fold the few who are holding aloof for reasons best known to themselves.

For some years after our organization we met in Rome, the place where we first came together, but recently it was found to be more convenient for the boys to come to Cedartown, and our charter now hangs in the hall here. A glance at the faces when assembled shows that a majority now are young men, but there are a few of the old-timers left yet. Among them are Bro. McEachin, who pulls the bell cord on the Chattanooga accommodation, but who was a conductor on the W. & A., commencing in war times. Then there is Bro. Glozier, our chief conductor, who commenced on the A. & W. P., when he was a kid. Bro. Estes, our A. C. C., has grown bald-headed and gray worrying with local freight, while the writer—the oldest of them all—took up the work on the N. C. & St. L. away back in the fifties. A few days ago, while in Chattanooga, I met a few of those old-timers who were running trains there nearly forty years ago. Among them were Bro. Jim Hall, now of the M. & C., but then of the N. & C., and Joe and Tom Rucker, both, I think, still on the N. C. & St. L., then the N. & C. I was also fortunate enough to see Joe Lattimore, who has now arrived at the dignity of a St. Louis

passenger agent. In those good old days the writer was a baggage master for Nath. Maronly, who afterwards went wrong as agent for the Southern Express company, but who was, when I knew him, one of the most popular conductors in the country. At that time the present president of the N. C. & St. L. was agent at Murfreesboro. He also ran an eating house, and made quite a hit, as I remember, by adding several kinds of liquids to his solids on his bill of fare, (I hope he will pardon me for giving him away.) However that may be, it was not long before the J. W. Thomas eating house was known from New Orleans to New York. But I am drifting away from my subject and will close.

Yours in P. F.,

ROME DIVISION No. 230.

MT. CARMEL, Ill., August 18, 1893.

*Editor Railway Conductor:*

Since writing to you I have been looking over a B. of R. T. journal, and have been interested in reading some of the many letters from the strict seniority cranks, or brakemen, with the way-bill fever. These men, in their anxiety to carry the way-bill in their hip pockets, will sacrifice every vestige of the teaching of their Brotherhood to carry out their ideas, and ten to one, after they have secured promotion, they would be the first to go back on seniority. They have only one object, and that is to further their own interests, and do not hesitate to use the Order for that purpose. By so doing they are making a tool of it for the general managers of our great systems. Now, for the sake of the argument, let us admit that seniority is right, and see where it will lead us. The natural teaching of seniority is, "once a conductor, always a conductor." Now, what have we before us? Let us stop and see. Mr. A, superintendent of one division, gets a few hundred more loads than he has been handling, and will have to increase the number of his conductors, according to agreement. He calls in A, B, C and D, and they pass all "O. K.," and start out telling all the boys how seniority helped them. But wait until the rush is over, and business drops back to the old standard again. A, B, C and D are pulled off. They wait awhile and don't get out; their money runs short, when they go to see the superintendent and ask him to let them go back on their car again, braking. The superintendent looks up at them, laughs, and pulls out a schedule from which he reads their seniority clause, and tells them according to that they will have to go behind all the men that are braking. As he has no use for them as conductors, and in all probability does not need any brakemen, what

is the final result? He has complied with their own schedule, and promoted the oldest men, and they have served out their time as conductors, and will have to step down and out of the way for the next oldest brakeman.

When another rush comes, if they have been able to live without work until that time, they can run extra again. Thus you may see the brakeman's own agreement knocking him out of work instead of helping him, as was intended, and instead of advocating seniority he will curse it the longest day he lives, after one practical experience. If, after a man has been lucky enough to get promoted, he meets with some bad luck, and gets out and is obliged to hunt for work, and starts in behind some green man, and wait until he is educated before another opportunity for promotion is possible, four or five years are all gone for nothing, and the wisdom of the plan in question is fully demonstrated. They have to do the same as our O. R. C. men, learn their trades over again, and find that the gun aimed at the O. R. C. kicked out the breech-pin and hit the ones shooting as hard as the one shot at.

Now, my brethren of the B. of R. T., stop and think about this before going any further. Look at it from all sides, and see if you are not doing just what the general managers want you to do—make more railroad men and put more on the tramp to take our places and your places in case of trouble.

This is probably too long now, so I will put on the air.

Division 308 is in good shape.

Yours in P. F.,

WABASH.

#### That North and South Line Again.

For years there has been talk all through the Mississippi valley of the need of a great trunk line that should connect the producers of the west and northwest directly with the Gulf. The matter has been favorably considered by a number of really eminent financiers and railroad builders and several times has been apparently on the point of consummation. Hitherto the favorite route has been along the state lines, commencing in eastern Dakota and running south, taking in Omaha, St. Joseph, Kansas City, Ft. Smith, Texarkana and on to the Gulf, where a number of terminal points have been proposed. Perhaps the great point in favor of this route was the fact that all but about 300 miles of the distance was already covered by various companies and it only required capital enough to consolidate them to assure the success of the scheme. After re-

peated failures the plan was again revived at the convention recently held in Lincoln, Nebraska, where both Dakotas, Nebraska, Kansas, Oklahoma and Texas were represented. It was argued that by the building of such a road the producers of the west and northwest could ship to the Gulf and thence to all foreign markets and thus save millions of dollars annually in freight charged for the long haul to the Atlantic ports, and it was thought such a showing would lead the people along the line to contribute enough to build the road. Carrying out this plan, on August 31 last, the charter of the Dakota Gulf Railroad company was filed with the secretary of state at Topeka. According to this document the capital stock of the new company is fixed at \$18,000,000, the headquarters of the company are at Wichita, and the incorporators are: G. W. Clement, E. R. Powell, H. K. McLean and W. B. Cook, of Wichita; C. M. Rawlins, of Oklahoma City, and Edward Romer, of New York City.

Beginning at Running Water, S. D., the line will pass through the counties of Knox, Antelope, Madison, Platte, Polk, York, Fillmore and Thayer in Nebraska; Republic, Cloud, Ottawa, Saline, McPherson, Harvey, Reno, Sedgwick, Sumner, Kingman and Harper, in Kansas. Several branch lines are contemplated in both states for the purpose of securing aid. Guthrie and Oklahoma City, in Oklahoma, are points in that territory, while Dallas, Texas, is made the principal point in that state.

It remains to be seen whether or not this new attempt at the solution of an old problem can be made to succeed. If the people living along the proposed route vote the money for the building of the road, as they are expected to do, they will show wisdom in contriving some means whereby they can control it after it is in operation, otherwise they may find themselves saddled with the additional debt thus created and without the advantages promised.

The Architects and Builders' edition of the *Scientific American* for September is worthy of more than the usual attention. It presents as a special feature, plans for a variety of residences, both city and country, all in the latest and best styles and adapted to every grade of means. Drawings in perspective and color are given together with floor plans, specifications and all necessary details. Such a collection must be of great value to any one who contemplates either building or improving, and it can here be procured, practically for nothing.



*Benevolent Insurance Association—Eligibility of Membership—Admission of Ineligible Persons—Result.*

Action by plaintiff against defendant to recover a disability benefit claim alleged to be due from the association. The association denied its liability on the grounds of constitutional ineligibility to membership of the claimant.

The constitution of the association provided that the membership of the association shall be unlimited, but under the title of "membership" it provided that this association shall be open to any employé of the B. & I. company who shall have attained the age of 18 and is not over 50, who is sound in health, of good moral character, and able to support himself and family. On appeal, reversing the trial court judgment, *held*, that a person not an employé of the designated company was not eligible to membership. And, where such association admits to membership a person not eligible thereto, the incorporators are not bound by the illegal act, and the association is not liable to such member for benefits.

*Fitzgerald v. Troy City Benevolent and Fraternal Association.* N. Y. S. C., May, 9, 1893.

NOTE: It is a well-settled rule of law that a corporate body can limit its membership to restricted eligibility, and that when such constitutional provision is broken, in the absence of waiver, no liability attaches. But it has been frequently held that one eligible and properly admitted cannot be deposed in case he quits the employ of the company by virtue of which he originally became an eligible member. Hence, an association admitting to membership through local branches or otherwise men or women employed in given occupation may legally retain their membership though they may have engaged in other and dissimilar occupations.

*Consent of Insured Necessary—Void Certificates—Recovery of Premiums.*

1. Where the plaintiff obtained a certificate of insurance on her father's life, without the condition of the company's contract to insure, that the consent of the person insured must be personally subscribed on the application, having been complied with; and where plaintiff stated

to the secretary of the company that she understood the certificate was of no effect, and that she asked for the return of the assessments paid, the secretary said that the certificate was void, but that the company might waive its objection to the validity of the certificate if she would obtain her father's consent to the certificate and a physician's certificate as to his health.

*Held*, that notwithstanding, they both treated the certificate as void, and that neither could revive it without the consent of the other. But in such case the premium assessments can be recovered under the common count in assumpsit.

*Fulton v. Metropolitan Life Insurance Company.* N. Y. C. P. June 5, 1893.

NOTE: There is numerous authority for holding that an association cannot treat a certificate of insurance as void and at the same time accept of the premium assessments. Either a waiver of avoidance must be made or implied or a liability will attach for the recovery of all premium assessments made.

*Mutual Benefit Certificate—Assignment of—"As Interest May Appear"—Redemption.*

Where a life insurance certificate is assigned, payable to the assignee, "as interest may appear," on his promise to pay the assessments and keep the certificate alive; the insured member is entitled to a reassignment of the policy on repayment of the amount the assignee has paid on the certificate. A subsequent assignment of the certificate by the assignee to a third person, without qualification, does and will not defeat the right to redeem the certificate.

*Bohleber v. Walden, et al.,* N. Y. S. C., May 8, 1893.

*Insolvent Fraternal Association—Receiver—Power to Collect Funds.*

1. Where a court of competent jurisdiction has by the appointment of a receiver, assumed the administration of the funds of an insolvent fraternal association, it is competent for a court of equity in another state, on a bill filed for that purpose by such receiver, to order the trustees of

the local branch of such association to pay over the funds in their hands to the receiver.

2. Neither is it any objection to the making of such an order that the fund in question constitutes a reserve fund which, by the rules of the association, the central authority could only call in at certain times and for certain purposes, and not for the general purpose of liquidating the whole trust fund; for, while the rules of the association may impress different parts of its funds with different equities, yet its rules as to the manner of ascertaining and marshaling these equities are abrogated when it becomes insolvent and is placed in the hands of a receiver; and the methods of the court are then substituted for the methods provided by such rules.

*Failley, et al. vs. Talbee*, U. S. C. C. R. I., May 27, 1893.

*Benevolent Corporation—Insolvency—Distribution of Funds.*

In an action against a receiver of a benevolent insurance association to compel the distribution of funds in a local branch of the insolvent corporation among the members of such branch.

*Held*, That where a foreign benevolent insurance corporation, consisting of a governing body and local branches, the articles of which require a part of each assessment received by the local branches to be set aside as a reserve fund, to be the property of a governing body, but to be retained by the branch and invested by it, becomes insolvent, the reserve fund of a branch in New York will be distributed among the members of such branch in proportion to the assessments paid by them.

*Lindquist vs. Glines, et al.*, N. Y. S. C., June 5, 1893.

*Life Insurance Certificate—Payment of Assessments With Partnership Money—Recovery.*

The decedent, while a member of a Mutual Insurance Association, misappropriated money of a partnership of which he was a member, and applied a portion thereof to the payment of assessments on a life insurance certificate procured by him for his wife's benefit. The amount misappropriated exceeded the amount of the certificate. In an action to ascertain respective rights, on appeal it was

*Held*, That the surviving partner could recover such proceeds, the wife's insurable interest in the life of decedent not being property, in the sense that it was mingled with the money converted, so that only the amount of the premiums could be recovered.

*Holmes vs. Gilman, et al.*, N. Y. C. of App., June 6, 1893.

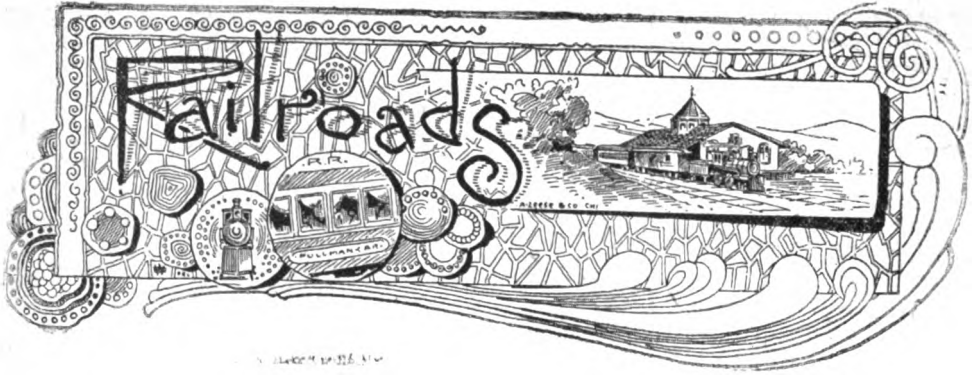
*Railway Service—Carrier—Limited Trains—Conductor's Duty—Regulations.*

This action instituted to recover damages is based upon the following statement of facts. Complainant purchased of the defendant company's agent, a round trip ticket from N. J. to L. which entitled him to ride from N. J. to L. and return. That in pursuance of the contract, the defendant company carried the holder to L. and returned to him his "return coupon," entitling appellee to ride from L. back to N. J. At a time within the life of the ticket, the holder took passage on defendant's train at L. to return to N. J., which is a regular station on the road, and the crossing of two other railroads, which, according to law, is bound to stop all her trains at N. J. The conductor, on said return trip, refused to accept the return ticket on the ground that the train was a limited train and not scheduled to stop at N. J., and demanded a cash fare from L. to A., the first station beyond N. J., where the train was scheduled to stop, notwithstanding the conductor knew that the complainant could leave the train at N. J., while making the required statutory stop. Under protest and to prevent a humiliating ejection from the train, he paid the fare and brings suit for damages.

On appeal, reversing the judgment in favor of plaintiff, the court

*Held*, That, under the company's regulations, the train upon which plaintiff had taken passage, was not required to stop at N. J. to discharge passengers; that plaintiff had no right, under his contract, to travel upon that train by reason of the ticket he held. The mere fact that the train was compelled to stop, and did stop, on account of the crossing at N. J., did not give the plaintiff any right to go upon said train, and when he entered said train, with no ticket other than the one he had, he became a trespasser, and could lawfully remain upon the train only by paying his fare to the first regular stopping place, which in this case was beyond N. J. The fact that the conductor collected fare for a distance beyond N. J., where plaintiff left the train by reason of said stop, affords him no redress, for it is the duty of one about to become a passenger to use reasonable diligence in acquainting himself with the rules and regulations of the company, respecting the time when, the place where, and the conditions under which a train upon which he desires to travel may go or stop, according to the company's rules and regulations. If he neglects this and his error occasions his ejection or the payment of the regular fare, he can have no remedy at law.

*Pittsburgh, C. C. & St. L. R'y Co. vs. Lightcap*, Ind. S. C., May 24, 1893.



J. M. N. Brock has been elected president of the Philadelphia, Reading & New England.

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The good people of Springfield, Mo., are happy in the hope that the road from that point to Sedalia will be built this fall.

\*\*\*

W. H. Truesdale, of Minneapolis, has been appointed receiver for the Watertown branch of the Minneapolis & St. Louis.

\*\*\*

Among the building projects being pushed with vigor, in spite of the financial stringency, is one for a direct line from East St. Louis to Cairo.

\*\*\*

On September 1 the Milwaukee, Lake Shore & Western was merged into the Northwestern by purchase, and will hereafter be known as the Ashland division of that road.

\*\*\*

The second mortgage bondholders of the Indianapolis, Decatur & Western have been given six months additional time in which to pay off the \$2,600,000 purchase money due September 1st.

\*\*\*

The capital stock of the St. Louis, Keokuk & Northwestern has been increased from \$8,000,000 to \$20,000,000, the money to be spent in permanent improvements, such as double tracks, bridges and the St. Louis terminal.

\*\*\*

Commencing with September 1, the B., C. R. & N. will collect a demurrage charge of \$1 per day for the use of a car, commencing forty-eight hours after it has been properly placed. It is hoped that this plan will tend to prevent the car famines heretofore prevalent in times of heavy grain and stock shipments.

\*\*\*

Lake county, Ill., is to have a railroad of its own in the Waukegan and Mississippi valley, its articles of incorporation having been filed at Springfield, August 28 last. The new road is to

run from Waukegan, Lake county, southerly and westerly to Cuba, Wauconda and Grant, with branches running southeasterly to Shields township and northerly to Benton township, all in Lake county. The capital stock is \$60,000 and principal office is in Waukegan.

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On August 30 last, Judge Jenkins, of the United States circuit court, at Milwaukee, granted the receivers of the Northern Pacific Railroad permission to issue \$5,000,000 of receiver's certificates for the purpose of redeeming stocks and bonds held as collateral to secure the company's floating indebtedness. Nelson Cromwell, attorney for the receivers, is authority for the statement that the certificates in question will pay enough of the floating debt to release \$15,000,000 now held as collateral security. The securities in turn can be pledged to pay the certificates and leave a very pretty margin to be applied on the other floating indebtedness.

\*\*\*

To all Railroad Organizations, GREETING: The railroad trainmen of the city of Chicago have had October 13 set apart as railroad trainmen's day at the World's Fair.

October 12 will be a day of reception to all visiting trainmen. A committee will be at each depot to receive visitors and to give badges—white for O. R. C., purple B. R. T., red B. L. E., blue B. L. F., green, S. M. A. A., yellow O. R. T. There will also be a committee at the Commercial hotel on the corner of Lake and Dearborn streets, who will give all information needed and supply badges. A grand reception will be given that evening at the Second Regiment Armory, on the corner of Washington boulevard and Curtis street, West side, where the freedom of the city will be extended by Carter Harrison, mayor of Chicago, and addresses will be made by Hon. L. S. Coffin, also grand lodge officers, and Mr. Davidson, the oldest engineer; the one who

ran the first engine on the B. & O. (the Sampson) and Mr. Finlayson, the conductor of the train at that time, over fifty years ago.

Friday, October 13, will be railroad trainmen's day at the fair. The Sampson, the original and first engine and train, will continue running through the day in charge of the engineer and conductor mentioned, and all having badges will be given a free ride with their families.

Arrangements have been made at the leading hotels for all visitors and their families.

All contemplating visiting the fair at this time will please drop a card before October 5 to one of the undersigned, stating how many will be in each party and the accommodations that will be required.

GUY WILLIAMS, Secretary. JOHN KAY,  
Chairman, Commercial Hotel.

#### The L. & N. Settlement.

In spite of the many prophecies of the newspapers to the contrary, the differences between the L. & N. and its men included in the following agreement were all amicably adjusted on the 2d of this month. After a number of conferences between the leading officials of the road and the representatives of the railway organizations most in interest, an agreement was reached whereby the men accepted a reduction of 10 per cent until December 1 next, when the case is to be reopened and the road is to restore the pay, if able so to do. In case of a failure to agree at that time, the whole matter is to be referred to a board of arbitration for settlement. The Louisville *Commercial* of Sept. 3 contains the following account of the final meeting and the agreement then reached:

"The threatened labor troubles of the Louisville & Nashville with its trainmen are over. Yesterday, after a conference lasting nearly seven hours, the L. & N. officials and representatives of the men came to an understanding. An agreement was reached which precludes the possibility of a strike.

The company agrees to restore the cut wages December 1, providing its business justifies it. The company stands about where it did when the circular of August 14 was issued announcing the cut, which stated that the reduced wages were to last only during the dull times. In the agreement reached yesterday only a time was set to consider whether or not business was good enough to restore wages.

At the conference were President M. H. Smith, General Manager J. G. Metcalfe, Master of Transportation G. E. Evans, Superintendent of Machinery Pulaski Leeds, for the road.

Grand Chiefs—P. M. Arthur, of the Engineers; C. H. Wilkins, Assistant Grand Chief of the Con-

ductors; S. E. Wilkerson, of the Trainmen; G. E. Ramsay, of the Telegraphers; F. R. Sargent, of the Firemen; J. E. Wilson, of the Switchmen."

Chairmen of the Local Committees—Pettibone of the Engineers; Nabors of the Conductors; Johnson, of the Switchmen; Dumas, of the Trainmen; Rickman, of the Fireman; Demuth, of the Telegraphers.

#### THE AGREEMENT.

It was 2:30 o'clock when the conference began. Until 8:45 o'clock the pow-wow lasted. At its close the following letter, which gives the result, was given out:

SEPTEMBER 2, 1893—Messrs. S. W. Pettibone, Chairman, B. of L. E.; P. P. Rickman, B. of L. F.; W. Nabors; O. R. C.; D. Dumas, B. of R. T.; J. A. Johnson—Gentlemen: Your communication of September 1, as a committee representing the organization of employes of the L. & N. railroad above discriminated has had careful consideration, and as you are aware has been fully discussed at a conference this morning between your committee and the officers of the company, and at another conference this afternoon of your committee and a committee consisting of chief officers of the organizations named for the United States,

You propose "that, beginning on the 1st day of September, 1893, the pay-roll of the company shall be made up in accordance with the schedule now in existence and a 10 per cent. reduction from the amount will be made, this 10 per cent. to be retained by the company. The same shall be done by the company each month until December 1, 1893; after which time all such reduction shall cease. At no time, even now or between now and December 1, 1893, shall the schedule in existence be abrogated in any particular."

While the management appreciates the willingness manifested by its employes to accept a reduction in their pay to the extent indicated, it sincerely regrets that it cannot obligate the company to restore the pay on the date named, for the reason that it cannot now be known that the cause for the reduction will then no longer exist. The management cannot now enter into a contract guaranteeing its ability to restore the pay on the date named.

The following modification of the proposition is respectfully submitted:

"The L. & N. Railroad Company will agree to restore the pay of the men on December 1, 1893, providing the condition of the company will allow of it being done, this to be determined by a conference of the committee and the president and the general manager. In case of failure to agree the subject matter shall be submitted to a board of arbitrators, their findings to be binding. Such board of arbitrators to consist of one member to be chosen by the committee and one by the company, the two to select a third. Should an agreement be reached on the above basis, we will undertake the passage of a resolution by the L. & N. board of directors approving such a restoration.

Yours truly,

M. H. SMITH, President.

J. G. METCALFE, General Manager."

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At a recent meeting the Philadelphia, Reading & New England elected John W. Brock, president, in place of A. A. McLeod.

\* \*

Wyckoff, Seamans & Benedict, of Chicago, are publishing a fine map of the World's Fair, which they will be pleased to send any of our readers upon application.

\* \*

David S. Patterson, of Nebraska, who has recently patented an improvement in the driving gear of locomotives, is seventy-five years old, and has been totally blind from infancy.

\* \*

"There is always room at the top," We regard *The Chicago Herald* as a model newspaper. It merits the wonderful success it has achieved. It is edited with great ability and its news and literary features are of a high order.

\* \*

Bro. L. Stone has been transferred from the position of yardmaster at Coal Creek, Tenn., to a freight run on the main line of the East Tennessee, Virginia & Georgia, with headquarters at Knoxville.

\* \*

W. H. Mealy, until recently superintendent of the San Luis division of the Mexican National, has resigned to accept the position of superintendent of terminals for the Mexican Central at Tampico.

\* \*

The employes of the Manitoba & Northwestern, who went on a strike in order to secure the wages due them, were reinforced by an order of court requiring the receivers to pay up all the back wages. The strike was at once declared off and trains started as usual.

\* \*

Passenger agents are generally bemoaning the falling off in the drummer travel caused by the hard times. Wholesalers were prompt to call in their men at the first indication of a break in trade and have not felt justified in sending them out again, as yet.

Congratulations are due Brother Baker Man-  
guin, of Division No. 159, upon his promotion from train master to the superintendency of the Mexican National at San Luis Potosi. The same qualities that made him a valuable man as train master will bring him success under the broader responsibilities of superintendent.

\* \*

Superintendent J. D. Farrell, of the Cascade division of the Great Northern, has been appointed assistant general superintendent of the western division of that system, with headquarters at Spokane. Mr. Farrell is a member of Division No. 47, and is well known among the members of the Order generally, all of whom will extend the heartiest congratulations on his well won promotion.

\* \*

Speaking of World's Fair passes granted by the Erie to its employes, Brother H. G. Johnson writes: "I note in *THE CONDUCTOR* that the report of the Erie furnishing its employes passes to Chicago is received with some doubt. You may state with entire accuracy that this is wholly true, as we all can get them for the asking."

\* \*

According to all accounts the picnic given by the members of the Scottsdale Division No. 309, at Ellsworth Park, on August 19, last, was a most enjoyable affair. The attendance was large and nothing was omitted that could add to the enjoyment of those present. The members of this division are to be congratulated upon the success that attended their efforts to entertain their friends.

\* \*

Announcement is made of the resignation of Mr. E. O. McCormick as general passenger agent of the Cincinnati, Hamilton & Dayton road. Many of our members who attended the recent grand convention at Toledo will remember the unceasing efforts of this gentleman to make the trip a pleasant one, and will hope for him a full measure of success wherever his lot may be cast.

Scarcely a week passes in which *The Chicago Herald* does not "scoop" its competitors on important news. Its Washington service is especially good, political appointments and movements being frequently foretold with marvelous accuracy.

\*.\*

Labor day was unusually well observed this year, nearly all the great cities of the country having a celebration and many of the smaller ones making wonderful showings in the same way. There can be no question but such celebrations tend to strengthen labor in many ways, and their continuance is to be hoped for.

\*.\*

Mrs. E. L. Brown, of Denison, Texas, is exceedingly anxious to learn of the whereabouts of her husband. Bro. Brown went to Mexico about a year ago and, as he had a wreck about five months after, was obliged to leave in a hurry. He has not been heard from since and the relatives and friends will be thankful for any information regarding him.

\*.\*

President Van Horne and General Passenger Agent McNicoll, of the Canadian Pacific, appeared before the United States commissioner at Burlington, Vt., August 29, and gave bonds of \$1,000 each to appear and answer for violations of the inter-state law. Indictments were returned against them by the U. S. circuit court at Tacoma, and they will have to appear there November 16, next.

\*.\*

William E. Bell has been appointed assistant superintendent of the Peoria & Pekin Union Railroad Company, the appointment becoming effective August 1, last. Brother Bell is P. C. C. of Peoria Division No. 79, and one of its most popular members. He had been general yardmaster of the road for four years past and the promotion was not only deserved but will bring him the warmest congratulations from all who know him.

\*.\*

Late last month the New York papers contained the somewhat startling rumor that the Northern Pacific and the Great Northern were to be consolidated under one management and that J. J. Hill was at the head of the new company. It was claimed that great economies might be effected under such an arrangement and that the Northern Pacific might be rescued from its embarrassments thereby. Up to date no authentication of the rumor has been received.

Traveling passenger agents are commenting in no very complimentary way about the attendance on the World's Fair from points in its immediate vicinity. They claim that the residents of the Pacific coast are doing much better in the matter of attendance than are the dwellers of the Mississippi valley. There is still time, however, for those who live near at hand to attend and they will probably crowd the grounds during the last two months.

\*.\*

The board of trustees of the Brotherhood of Locomotive Firemen concluded their annual investigation of the books of the Order at Terre Haute, Ind., Aug. 23, last. The published report of their finding shows that in the year ended August 1 the membership increased from 26,000 to 28,681. In the year the receipts were \$624,678 and disbursements \$568,120, an increase of \$115,000 and \$11,000 respectively over the previous year. There is on hand \$56,557, in addition to \$52,000 in the reserve protective fund.

\*.\*

Owing to the general tendency of travel toward Chicago this year, less is expected from Harvest Home excursions than usual. In addition there has been a falling off in the tide of immigration, which has formed so important a part of the profitable business of the western roads. Some of these roads are attempting to force a revival of traffic by turning the tide southward, and excursions of this sort are announced for September and October. Business men in the south are hopeful that the splendid showing made by them during the recent financial trouble may serve to attract both men and capital their way, and the railroads will do their best to bring it about.

\*.\*

Late in August the receivers of the Northern Pacific issued the following order for the government of General Manager Kendrick: "It is hereby ordered that the salaries of all employés of the Northern Pacific railroad company amounting to \$10,000 and above per annum shall be reduced 20 per cent. All salaries amounting to \$5,000 and up to \$10,000 shall be reduced 15 per cent. All salaries amounting to \$1,200 and up to \$5,000, 10 per cent. This reduction shall take effect from August 15, the date of our appointment as receivers. Please issue necessary instructions to carry this order into effect." The rate of reduction on the Great Northern was: One thousand two hundred dollars and under, 15 per cent.; \$2,000 and under 20 per cent.; \$5,000 and under 25 per cent.; over \$5,000 30 per cent.

"Mr. E. H. Rummele, for many years chief engineer of the Milwaukee Lake Shore and Western, was run over and killed by the cars near Parish, Wis., Sept. 2. He was on the rear of a backing train and jumped off to try to save a child which was in danger of being run over. He fell and was run over by the wheels and fatally crushed, dying soon after being removed to a hospital. Mr. Rummele had just been made division engineer of the Ashland division of the Chicago & Northwestern, the latter company having absorbed the Milwaukee Lake Shore and Western."—*The Railway Age*.

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The past 30 days have been unusually prolific in serious railway casualties, the worst, probably, being that on the Boston & Albany, near Chester, Mass., in which fourteen people lost their lives. Following as this did, so close upon the heels of the Long Island accident, in which there were also fourteen lives lost, and eighteen were injured, it would seem that this should close the record for one month. These, however, were only a trifle worse than the one at Colehour, near Chicago, September 7, when twelve were killed outright and more than a score were injured. A number of other accidents any one of which would have been grave enough to attract attention under ordinary conditions, have been reported during the month but have been allowed to pass unnoticed under the shadow of these greater calamities.

\*\*

As we go to press for this month, Railroad Day is being celebrated at the World's Fair. September 16 was chosen because it was on that day, just 63 years ago, that the first railroad in the world, the London & Manchester, was opened. Elaborate preparations have been made for its celebration and every present indication points to one of the most successful of all the similar occasions during the summer. The General Roadmasters association will also be in session on the same day, and will add not a little to the success of the occasion. On Tuesday of next week the American association of general passenger and ticket agents will meet, a most excellent program having been prepared for that occasion including such eminent speakers as Chauncey M. Depew, George B. Roberts, Charles F. Mayer, E. T. Jeffrey and V. C. VanHorn.

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A great many members of our order still hold in sorrowful memory Bro. F. L. Moore, whose untimely death in April last robbed the Grand Division of one of its most prominent and valued

workers and called them all to mourn a cherished friend. To all such the following extracts from a letter written by Mrs. Moore to Grand Secretary Daniels, under date of Sept. 7, will be of particular interest:

I am to-day in receipt of \$3,000, amount of benefit payable to me on account of the death of my husband, F. L. Moore. It is with mingled feelings I accept it. With a sense of greatest loss, my feelings are those of gratitude to the Order in which I learned to feel so much interest—and though the tie which bound me to the Order has been broken, I hope the members will still feel that I need their friendship more than ever—and that I still belong to them—in a certain sense. I do not wish to be forgotten by those for whom Fred had such regard and for whom he was willing and glad to make any sacrifice. I shall be glad to know of the success of the organization and wish to thank every member of the insurance department for the substantial aid which my insurance will prove to me and my fatherless little boy."

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The Reliable Incubator and Brooder Co., of Quincy, Ill., have a very fine exhibit in one of the live stock buildings at the World's Fair, and for the last few days their space has been crowded with curious and interested people. The first hatch from their machine on exhibition there has proven a wonderful success. Two hundred eggs were placed in the machine of that capacity and from it came 186 chicks. This is more than has been hatched by all the other incubators put together, and the Reliable people are rejoicing in their great victory. If they do not receive first honors, it will not be because of a lack of merit in hatching qualities. Their incubator and brooder commanded the admiration of all poultry men. Not only is their machine first-class, but they are justly entitled to the name they bear—reliable and responsible and worthy of confidence and patronage. \*

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The August number of *The Railway Carmen's Journal* contains the valedictory of S. Keliher, grand secretary and treasurer of the order and editor of the magazine. F. L. Ronemus, of Cedar Rapids, is his successor, and *The Journal* gives him the following pleasant introduction to his new duties:

"Now a few words as to my successor, Frank L. Ronemus. He was one of the pioneers in the organization of carmen, started at Cedar Rapids, before the consolidation, was delegate to the joint convention at Topeka in 1890 and was at the

time elected as member of grand executive board. He has also served two years as recorder of Emmet Co., Iowa, and was a delegate to St Louis convention from Cedar Rapids Lodge No. 3, and we feel sure will fill the position with credit to himself and the Brotherhood "

.\*.\*

The Mobile, Alabama, *Register* of August 16 contained the following, which will be read with interest 'by Bro. Scholes' many friends in the order:

"Captain William H. Scholes, the popular conductor of the Mobile and Ohio Railroad, and his excellent wife, celebrated last evening at their residence on Lawrence, near Government street, their china wedding, or twentieth anniversary of their marriage which had been consummated in the Episcopal church of this city. The home was beautifully decorated and prepared for the event, and the parlors were filled with a merry group of young and old testifying to the universal popularity of the couple. The guests were cordially received by Mrs. Scholes, who was in turn congratulated on having had such a period of marital happiness.

"The table was beautifully arranged, the centre piece being a lovely horseshoe of white flowers and yellow ones, arranged with great taste by Mrs. Goodbrad, the donor. Bands of white ribbons with the motto "1873 and 1893" told the story of the twenty years of happiness the guests had come to assist in celebrating.

"The presents were numerous and beautiful, including among them remembrances from friends in New York, relatives in Connecticut, friends in Washington and other points, besides a large number from home friends."

.\*.\*

Those of our readers who desire to provide themselves with the very best reading matter, at the least possible cost, during the coming year, will do well to read with care our offer, in this number, to club with the *Cosmopolitan*. For the comparatively insignificant sum of \$2, strictly in advance, we will send both THE RAILWAY CONDUCTOR and the *Cosmopolitan* for one year. Of THE CONDUCTOR it need only be said here that new and valuable features are being added constantly, and the management will not rest until it has been made, admittedly, the best of all magazines for all train men and those interested in train service and railroad matters generally. At the same time it will continue to be pre-eminently a conductor's publication, with the first thought always for the organization of which it is the authorized exponent. The *Cosmopolitan* stands among the very best of all the great illus-

trated periodicals, regardless of price, and the wonderful growth in the number of its readers during the past two years is the best possible measure of its true worth. Under the old measure of magazine values it was well worth \$4 per year, but we now offer it and THE CONDUCTOR for half that sum. Don't fail to take advantage of this munificent offer at once.

.\*.\*

We wish to call the especial attention of our readers to the offer of premiums for new subscribers to THE CONDUCTOR, made upon another page. Every conductor desires to possess a thoroughly good lantern and we offer him here an opportunity to secure one at no cost save the putting forth of a little extra effort. By sending in the names of 50 subscribers at \$1 each, the money in every case to accompany the subscription, we will give you an Adams & Westlake "Queen" lantern, silver plated with globe half green or blue and your name engraved thereon. For 40 subscribers under the same conditions we will give you a "Pullman" lantern of the same make and finish or a "Queen" with nickel plate and same globe as above, or a Henry C. Hart Manufacturing Co's. "Boss" or "Belle" lantern, Craig silver with globe half green, blue or ruby. For 30 subscribers under the same conditions we will give a "Pullman" lantern, nickel plate, with same globe or a nickel plated "Boss" or "Belle" with the globe as before described. No warrant for these lanterns being fully equal to the best made is needed beyond the names of the firms manufacturing them. No such opportunity has before been offered our readers to secure one of the very best and finest finished lanterns made, at practically no cost, and no conductor can afford to neglect it. Now is the time to commence the good work and by a little effort among your friends you can easily make yourself a Christmas present of one of the very best lanterns on the market. For a full and complete showing of the lanterns in question and the terms upon which they may be secured, read the subscription blank sent with this number and the two pages devoted to them among the general advertisements.

.\*.\*

The O. B. Extension has made three great strikes or discoveries on their properties in the last thirty days, one an eight ft. vein of gold bearing quartz assaying forty dollars to the ton, one a ten inch vein of high grade ore running six hundred and eighty dollars to the ton and the other a three ft. vein of ore, a large portion of which shows free gold.

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## ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, September 1, 1893; Expires October 31, 1893.

Assessment No. 269, for death of I. Sailsbury, by accident, June 12.

Assessment No. 270 is for disability of R. F. Brown by loss of leg, June 22.

## BENEFITS PAID DURING JULY.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
560	265	\$3,000	Death	H. J. Ferguson	Scarlatina	C1526	26
561	265	2,000	Death	Wm. Rath	Accident	B2137	147
562	267	3,000	Death	F. B. Gray	Accident	C933	2 97
563	265	3 000	Death	T. H. Wall	Heart Failure	C4354	322
564	266	3,000	Death	Ed. Allen	Accident	C4855	53
565	266	3,000	Death	J. F. Salter	Consumption	C1808	53
566	266	3,000	Death	D. O. Sullivan	Liver Disease	C2758	79
567	266	3,000	Death	Wm. Graft	Locomotor Ataxia	C2498	14
568	266	3,000	Death	J. R. Spicer	Tumor	C4658	2
569	266	3,000	Death	H. G. Judd	Laryngitis	C1167	45
570	267	3,000	Death	F. L. Moore	Pneumonia	C910	84

## NUMBER OF MEMBERS ASSESSED.

Series A, 4,111; Series B, 2,303; Series C, 5,046; Series D, 365; Series E, 108. Amount of Assessment No. 269, \$25,807; No. 270, \$25,855. Total number of members, 12,168.

## FINANCIAL STATEMENT.

Received on Mortuary Assessments to July 31, 1893.....\$1,281,581 00  
 Received on Expense Assessments to July 31, 1893.....25,995 00  
 Received on Applications, etc., to July 31, 1893.....23,038 99

\$1,330,614 99

Total amount of Benefits paid to July 31, 1893.....\$1,269,376 00  
 Total amount of Expenses paid to July 31, 1893, .....52,446 38  
 Insurance cash on hand July 31, 1893.....8,792 61

\$1,330,614 99

## EXPENSES PAID DURING JULY.

Postage, \$131; Incidental, (rent for two years) \$860.80; Salaries, \$369.17; Fees returned, \$12; Stationery and Printing, \$191.25. Total, \$1,564 22.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 265 to Aug. 20, .....\$22,235 00  
 Received on Assessment No. 266 to Aug. 20, .....22,054 00  
 Received on Assessment No. 267 to Aug. 20, .....9,678 00  
 Received on Assessment No. 268 to Aug. 20, .....3,160 00

WM. P. DANIELS, *Secretary.*



**There is no death! What seems so is transition;  
This life of mortal breath  
Is but a suburb of the life elysian,  
Whose portal we call death.**

—Longfellow.

#### **Beals.**

The sincere sympathy of the members of this Order generally will be extended Brother William Beals, of Topeka Division No. 179, in the loss of his child. Appropriate resolutions were passed by the home division and forwarded to the bereaved brother and family.

#### **Covert.**

Died, at her home in Toledo, O., August 10, Mrs. C. H. Covert, aged 39 years. Deceased was the wife of Brother C. H. Covert, of Division No. 26, and her death brought to him a sorrow no earthly power can alleviate. A faithful, loving wife and mother, a true friend, one whose life was full of thoughtful care and charitable deeds for others, her death left a vacancy in her social circle that may not be filled. Something of the sorrow felt by all her friends and associates and of their personal realization of the great loss sustained by the husband and family is voiced in the resolutions adopted by Banner Division No. 6. L. A. to O. R. C., of which she had long been a loved and useful member.

#### **Cunningham.**

Byford E. Cunningham, one of the best known and most thoroughly respected of all the conductors on the O. & M., was killed by falling from his train at Ft. Ritner, Ind., on August 17. The following feeling tribute to his memory was written by one of his most intimate friends and a brother in the Order:

"Byford E. Cunningham was born at Brownstown, Ind. By occupation he was a printer, but in the year 1882 he began braking, and for the past eleven years he had acted in the capacities of brakeman, caller and conductor. At the time of his death he was in charge of a train on the middle division of the O. & M. road, running between Seymour and Shops, a position which he filled for the past six years.

As a railroad man he compared very favorably with the best, having the good will of his

associates on the road and the entire confidence of his superior officers. He was recently elected to fill the office of assistant chief conductor of Seymour Division, No. 301 O. R. C., vacated by the death of Brother L. F. Price, on May 13, 1893. Brother Cunningham was a man in every sense of the word. Honest, conscientious, charitable, a good husband and a kind father, one to whom the words family and home were all.

His many characteristics were such as are found only in the best railroad men, and of such that none but his intimate friends, those who were near to him, would appreciate. One of his last acts, and his last conversation with the writer, was regarding those who were dependent on the charities of the members of his division. A good man and brother has gone, another space in our midst, and we drop a silent tear, hastening on in the busy world, mentally wondering why such things are and who will be the next? The funeral sermon, a very impressive one, was delivered at the First Presbyterian church, in Seymour, Ind., on Sunday, August 20, the interment taking place in Riverview cemetery, the Masonic order, of which he was a member, performing the last rites. He has gone to join those of our number who have in rapid succession passed away in the last nineteen months—Stevens, Swift, Lyhane, Farrell and Price. May we all live in such a way that our record may be a shining one, and may we clasp each other's hands on the other shore in "token" of our undying friendship for each other, is the wish of

A FRIEND AND BROTHER.

#### **McIntosh.**

On Monday, August 14, Spokane Division No. 285, was bereft by the death of Brother Thomas H. McIntosh, one of its best known and most highly respected members. Brother McIntosh was on the ill-fated steamer, "Annie Faxon," a Snake river craft, and lost his life in its wreck of that day. At a subsequent meeting of Division No. 285 resolutions were

## OBITUARY.

passed expressing the sorrow of the brothers and their sympathy with the members of the bereaved family. The deceased was both an engineer of long standing and a conductor who ranked with the best in that calling. He had also invented a number of useful and valuable articles, among them being an air whistle for trains which is regarded as being a very fine device. At the time of his death Brother McIntosh held a membership in our benefit department.

### **Morris.**

The charter of R. E. Lee Division No 205 is draped in mourning for the death of its chief conductor, H. Morris, who was killed on the A. & D. road by his train going through a trestle on the morning of August 19, last. His remains were taken in charge by the members of his division and sent to Bordentown, N. J., in charge of Brothers J. C. Judkins and W. W. Stiger, for burial. Brother Morris was a kind and indulgent husband and father, an efficient and faithful official and a true friend of the Order. He was held in high regard wherever known and his death brought sorrow to many outside the immediate circle of his relatives and friends. The feeling resolutions passed by his division but voice the grief of all at his untimely death and their sympathy with those whose sorrow must be deepest.

### **Ramsey.**

On September 2, Brother Ramsey, of Rome Division No. 230, was called upon to mourn the sad death of his bright little boy, Harry, who was drowned while bathing in the Tennessee river, near Chattanooga. When Brother Ramsey kissed his darling boy good bye on that fateful morning, upon leaving his

home to take his run out, little thought he it would be the last time those loving arms would ever be clasped about him. Rome Division No. 230, at a regular meeting, held September 3, passed appropriate resolutions expressing the sympathy of the division with Brother Ramsey and family in their deep bereavement.

### **Ritch.**

S. A. M. Division No. 284, is in mourning over the death of A. E. Ritch, who died at Palestine, Texas, on the 12th of July. At a meeting of the division on August 27, resolutions expressive of the sorrow of the brothers and their sympathy with the sorrowing relatives and friends, were passed and ordered spread upon the minutes.

### **Walters.**

Died, February 4th, Mrs. Ella Walters, wife of Bro. W. S. Walters, of Mattoon Division No. 101. An infant two weeks of age is thus rudely bereft of the loving care and protecting kindness of one who can never be replaced on earth. The Division extends its sympathy to the bereaved husband, and trusts that the All-Wise Father may in truth "temper the wind to the shorn lamb" left defenceless on the threshold of life.

### **Woodcock.**

Eldorado Division No. 338 has already suffered an irreparable loss in the death of Bro. A. L. Woodcock, a prominent and active member. The Division extends its sincere sympathy to the sorrow-stricken mourners.

If prayers could bring our brother back,  
Would we dare to breathe them here?  
What was his life, so full of pain,  
To Heaven's blissful sphere?



# THE RAILWAY CONDUCTOR.

VOL. X.

CEDAR RAPIDS, IA., OCT., 1893.

NO. 10.



## CONTRIBUTED.

### A TRUE LOVE.

BY FRANK A. MYERS.

#### CHAPTER V.—THE JOURNEY.

As Helen traveled on she had time for reflection.

In the first place, this action of hers was a novel and inspiring experience, and as she whirled along further and further from Peoria and from the scenes of all her earthly acquaintances, she felt more and more the stupendousness and risk of the step she was undertaking. At moments she almost gave way to her sensations and melted down in tears, and then, stimulated by the surroundings in the car, the gorgeous sceneries viewed from the car window, and the consciousness that if she met with no mishap she would be joined by Fred at the other end of her long journey, she dashed away her feelings and the thickening scruples that troubled her and appeared satisfied.

There was a joy in going to meet Fred, there was a rich pleasure in the trip, but despite it all there was a certain depressing dread that all might not be just right when she got there. Indeed, the doubt about the propriety of such a trip at all, offended in no small degree her high sense of honor, and she was not sure but she was doing her good name an "irreparable" injury by this course. But she loved, and where love is supreme, honor and even life itself sometimes are overbalanced in the scales.

What would her good neighbors say of her and of this step? Most certainly they would say she had done a very foolish thing. It is so natural and easy to say that. And then gossips are so charmed over the slightest suggestion that affords them a theme for a nine days' talk. But all this had no effect with Helen. Her inner consciousness approved the honesty of her intentions, and when it came to the worst she was still able to defend herself from disgrace.

Staring out the window she gazed fixedly upon the whirling fields, the flying timber and the retreating fences, and she thought to this purpose:

"I trust in Fred—I believe in him. There can be no mistake in going. It will end all right. He will not go back on me, nor think the less of me for complying with his request. Rather he will think the more of me because I believe him and because I came at a time when he is just smiling at death that came so nearly claiming him. This long journey alone will clearly show him how great is my love. Fred is all right—I am willing to stake my life on it."

After she had passed St. Louis and settled to a more confident feeling in traveling, little occurred to annoy her. Day and night she flew along, on and on and on, past the most attractive scenery the world affords anywhere, skimming along river edges, flying through forests, snaking

over mountain ranges, burrowing through tunnels, and crawling along knife edges beneath mammoth overhanging rocks. All these things possessed a wonderful interest for Helen, for she loved not simply the picturesque and the beautiful but the *chiaroscuro* of nature filled her poetical soul as well.

She made several car acquaintances, and did not lack for friends as she went. The secret of this was that the element of friendship was in herself, and she drew forth from others that which her own magnetic power excited to action in them. The rule is that he who is a friend will have friends.

At every change of crews her ticket was examined by the conductor and then returned. And she was getting along admirably well. She was now not only hopeful but more confident. To her seat-acquaintance she confided a great many things pertaining to her past, and even went so far as to tell her she was bound for Portland, Oregon, where she expected to live, but she did not reveal the one great thing in her heart, and that was that she was taking her bridal tour alone and before the ceremony had been said. Perhaps her brief friend, knowing a little of her, would have cut her acquaintance had she told this. Helen was wise.

"Goodness! look out there," said this new acquaintance one afternoon as they were forging along over some rugged, rocky, mountainous country, and pointing out the window to some object along the way.

"O, what a black woolly animal," excitedly cried Helen, almost springing to her feet. The animal was galloping in the deep gully at the side of the track and in the direction the train was running.

"That's a bear, as sure as I live."

"O, is it?" in a shudder of fear at the fact.

"Yes. How clumsy it galloped." By this time they had left the bear out of sight behind.

"That's the first one I ever saw loose and in its native haunts," said Helen, relieved that they had passed it in safety.

Besides this she frequently saw the little burrowing prairie dog and the brown sage-hen, and the beastly looking savages. But she did not fear the Indians, for the civilizing car seemed to have removed their savagery from them. It was amusing to see the little copper-colored children, six to ten years old, dressed in deep-red flannel pants, clap their hands above their naked heads and jump up and down at sight of the train. The old mother Indians, almost a shame to her sex as she saw them, gazed on in subdued abstraction and seeming indifference. But Helen

mistrusted them, as the Trojans did the Greeks even when bearing gifts.

"I don't like the looks of those treacherous people, do you?" queried her car companion.

"No. There's something falsely submissive about them," returned the friend, whose name was Mrs. Jutson Bruce and who was going west with her little boy to join her husband at Boise City, where he was engaged in some service of the government.

"How dull, coarse and beast-like they seem!"

"And they actually possess pure animal cunning."

"And these women are mothers," said Helen, with a volume of meaning in her words.

The rumble and roar and tremble of the train never ceased.

Some time during the afternoon, when about two-thirds of her journey had been completed, the conductor, a new one, came into the coach and asking for her ticket looked at it a moment. Just at that instant a traveler on the opposite side of the car called the attention of the conductor to some trifling matter, and forgetting about the ticket he mechanically placed it in his pocket where he had put all the others he had collected. He went on. Helen did not know but it was all right for her ticket to be taken up, and she said nothing about it.

At midnight a new crew came on, and some time during the forenoon of the succeeding day the new conductor called to see Helen's ticket. But she had none. In great alarm she explained:

"The last conductor took it. I have none."

"I don't understand that," a little dubiously. You see the conductor has to deal with every form of dead-beat, and he has to be constantly on his guard against impostors. Dealing with them in every conceivable shape, it is no wonder they grow a little dull to the plausible appeals of the prettily distressed, and they lose the power of distinction, to a certain extent, between the pretender and the really unfortunate.

"Well, I have none," Helen returned, turning her eyes upon him in sheer fright and opening them unnaturally wide. This manifestation of silent affliction touched him. But still he did not know whether to believe her or not.

"Well, I can't carry you without a ticket. You may be all right and you may not."

"But what will you do? My way is paid through." She shook in fear like an aspen leaf.

"I don't know. But I'll have to put you off at the next station. No ticket, no ride." The poor girl, in a most piteous frame of mind and in an alarming situation, actually burst out in agonizing tears and begged:

"Please, sir, do not put me off. I'll never get back home in the world. I have no money, and I am alone, friendless and poor, and in a far-off strange land. O, please do not. I beg, put me off here."

"Where do you live?"

"Peoria, Illinois."

"Where are you going?"

"Portland, Oregon."

"Have you any friends there?"

"One, only one."

"You have no money?"

"Only one dollar and a half, all I have in the world! And so far away from home! What will I do! Please carry me on!"

"I cannot. I dare not. My orders are very strict. I will lose my job if I do not comply. I will have to put you off at the next stopping point. I can't help it." And he walked away and concluded his work.

"O, my God! what will I do! How will I ever get there! How will Fred find out where I am? What will I do—what will I do!" It seemed her heart would break. All at once the cup of joy she was lifting to her lips was rudely dashed down to the earth and the contents spilled. And truly, what would she do, far out there in that wild western country where she knew no one and where she could expect help from none whatever!

To that girl, traveling alone, it was an appalling problem. Terror seized her, and the last good thing of earth slipped away from her grasp.

She was lost—lost! Dropped down suddenly into the midst of an unknown spot, she knew not which way to look toward home nor where to go to find shelter and food. And would Fred ever know what had happened, or what had become of her. In her extreme distress she even forgot that she could telegraph him or write him. Her imaginings were real to her, because she could see no way out of the trouble.

"If I could, I'd pay your way," said her lady friend, Mrs. Bruce, who cried in sympathy with her.

"O, Mrs. Bruce!" groaned Helen, her eyes red with weeping.

Then Mrs. Bruce, without Helen's knowledge, approached the conductor—whose name was Tyrrell Warner—and with tears besought him to take the poor girl right on through. Apparently he was as firm as Coriolanus when the Romans entreated him to depart from threatening their city with destruction.

After awhile Tyrrell Warner approached Helen with a view of testing her sincerity. He said to himself:

"She is too beautiful and too innocent looking

to be a fraud. I don't believe she is. I'll see."

Helen's eyes were red and swollen, her hat was awry, the black dust was wiped in rings over her fair face, and withal she was a veritable picture of misery and forlornness. It would not be a hard matter to believe her an impostor, if not a professional one still an impostor.

The car whirled on, and they were not far from the next stopping place. Helen's fate would soon be sealed, and then what would become of her!

#### CHAPTER VI.—HOW IT ENDED.

Tyrrell Warner had no unfriendly or prejudiced feeling toward Helen Butler when he sat down in the seat by her side. He had no evil motive in his heart. In fact he had no purpose other than helping her from the coach at the next station; whether she were honest or dishonest, for there was no alternative offered him. However much he regretted it, his was but Hobson's choice.

With a heart breaking with pain and distress she pieced out her answers to Warner.

"I have no friends here—only one at Portland. He would help me if he knew it."

"There is no help for you. I would carry you if I could. But my hands are tied."

"God knows, I don't, what will become of me. O, mother, you wished me a safe journey, and here the worst has happened. I would rather die, than this." Poor miserable girl! Warner pitied her. He would help her if he could, for he was convinced beyond any doubt that she was a nice honest girl. He said to himself that she was nice enough for his sister, and if a sister of his were in such a trying predicament he would befriend any man who would befriend her.

"Who is your friend?" Warner inquired,

"Fred Huston," she answered naively.

"The Fred that was lately killed in a railroad wreck and then brought to life again?"

"Yes," she sobbed.

"Are you his—I mean are you going to—I—you are his friend," he stumbled out, having said as near as he dared what was in his mind. He thought he understood, but he wanted to know unequivocally.

"Yes," confidently, but hesitatingly. Understanding the situation and too much of a gentleman to pry further into her soul-secret, like a flash it came to him to say—

"I do to you as I would to my sister. You are the friend of a brave young man whom I know, and I'm sure he would be magnanimous to a friend of mine in distress. I shall pay your way through from here to Portland. The last conductor will correct the mistake he has made and

refund me the money. Fred would do it any way. So I'll pay your way. I'm satisfied you are honest and a good girl, and I cannot see you in distress."

"God bless you, sir. Fred will not forget; I will not forget. What a load you have lifted suddenly from my heart!" What a transfiguration came over her face. Her aching tears were turned to glad tears. The cloud lifted and the sunshine came down. The pain and sorrow of a moment before were gone—removed as quickly as by magic.

"I do it because I feel it is human and right to help you," said Warner in as grand a spirit as ever actuated the greatest benefactor that ever lived. He was a true noble son of nature.

"I can't tell you how glad I feel. God bless you! I have a brother now, I feel. I never had one before." She smiled through her tears. He thought he never saw such gratefulness before.

The train whistled for the station. Warner proceeded about his duties.

After a time Warner bade Helen good-bye. He was at the end of his run. To see her so happy repaid him for the cost of the ticket to Portland. He said he would write to Fred at the first opportunity. The rapidly rolling train soon parted them, just as time and circumstances separate the most of us.

Next she parted from Mrs. Bruce; a lady who had been a great solace to her on the way, and then she began to realize the vast significance of the long journey she was making. She thought—

"But if Fred *should* happen not to be true, what then would I do. He surely would not deceive me and lure me away out here in this wild west and then desert me. But if he *should*! Would he give me money to go back home on? I believe he would. Our acquaintance has not been long, but our courtship began at the beginning. And then I am making this trip at the request of the first letter after such a long, blank silence. That silence might mean something, but I refuse to read it. Fred will *not* deceive me. He is Fred—he *cannot* deceive me. Impossible!"

These scruples that occasionally harassed her, as you see, were put aside with a trustful love that it would be an unforgivable meanness to abuse. With the dust and the weariness of five days' travel Helen at last arrived at Portland—her Portland—the place where Fred was. Stepping down from the coach with her small grip and with her dress smoothed out and brushed as well as could be under the circumstances—she was expecting to see Fred—she glanced all around for him. Already the shades of evening were beginning to gather, but still she could see distinctly

enough to tell Fred, should she see him. But everywhere she beheld a blank—no Fred. Then her heart sank. He undoubtedly would know when and where to meet her! Then after all her trustfulness and confidence—where was Fred?

The crowd moved forward and she mechanically went with it. Fred, whom she expected to see the instant she stepped off at Portland, was nowhere to be seen.

As she pressed through the gate into the depot proper, some one at her side exclaimed joyously:

"Helen!"

Turning quickly—there was something that told her—she cried.

"Fred!"

They saluted with a holy kiss. Blissful tears sprang over the dams of her eyes. She knew Fred was true, for she herself was true. But Helen did not know that every rule has its exceptions.

"Our hearts spoke not falsely," said Fred, looking on her with exultant, fond admiration. She had come; she was his. "I knew you would come"

"I knew you were true. There is only one Fred." What joy glistened in her eyes. It was a great test to travel so far for love. Fred saw it all.

"Just as there is only one Helen. No other would have made such a long journey for me." They were moving out of the depot with the throng. Then for the first time she observed his paleness. In a sense it was a pleasure to see that, for it was a sufficient apology for his silence—death like it was—and removed any doubt she might have as to his faithfulness. But it grieved her sore to see in that pale face what suffering he endured.

"We are together now never to part again while the world stands." In her over-delight she took no note of death—their love was eternal!

"I knew you would come," he repeated.

"I could not help it; you called."

"Such a love no man was ever blessed with before," remarked Fred soliloquizingly.

"There will be no more parting hereafter, no more trouble. We are together, and nothing in the world shall ever part us again." Never before was such gladness expressed instinctively by human countenance. She made no effort to conceal it or direct it, but allowed her heart carte blanche with her expressive face.

"No, nothing, Helen, nothing!" Words fail to describe the strong, manly love of Fred. There was no mixture of falsity in it; it was pure and noble and bright.

Stepping into a cab they were driven straight

to Rev. Carnovan's. On the way she told him all about her journey, and particularly the accidental loss of her ticket and the disinterested friendship of Conductor Tyrrell Warner. Fred declared that Warner was one of the best men that ever lived. Helen said she never once faltered in her determination to join him, even had unfathomable seas rolled between them, after she got his letter from the grave, as it were, to come to him. And here they were together; she separated far from her friends for his sake alone, and every interest she previously had in the world given up for him. But she averred she knew whom she was trusting—it was Fred.

The reverend gentleman, at his own home, with becoming grace and solemnity, united them as husband and wife. As Fred, in his jolly way, expressed it, they were "tied."

"I have no reasons to regret this step," remarked Helen, as they moved slowly along the street toward the hotel.

"I not only hope, but I shall try to see that you never will have," replied Fred, clasping her hand upon his arm with much warm earnestness.

As Fred registered—"Fred Huston and wife"—he felt a newness about the style of registering that embarrassed him a little. But to an outsider he seemed to write it as a very natural thing for him to do.

After Mrs. Helen Huston—not Miss Butler now—had washed some of the black dirt from her face and neck and hands she was ready for supper. Fred jestingly asserted he had married dirt and all, and he did not wish to part with anything that belonged to him now.

"Your ownership is too recent, sir," laughed Helen as they proudly entered the dining-room, "to have much control over it. I'm inclined to think it will not obey you, especially the dirt possessions."

"It was all the real estate I possessed, and I did think of farming, but since the flood has washed it all away I will have to go at something else." Both laughed at the conceit.

They settled into the ways of married life like "old people," as Fred said, and there were no after exposures, as is too often the case, of inappropriate, uncongenial traits and dispositions. Their lives ran on smoothly as a majestic river.

Helen was happy in the little home they possessed, and she never regretted the long journey she undertook alone. She wrote to her mother once a week in extended manner and told her all about her married life and the glories of the great west. She was an economical and industrious young wife, and they prospered from the very beginning. The company had no more faithful and willing engineer in its employ than Fred Huston, and he gained its confidence and therefore received what few favors it might have to bestow. His wages were advanced, and he given choice of the better positions.

It was not astonishing when Conductor Tyrrell Warner got a position on Fred's train. They seemed to be inseparable friends. Fred said they just made a good "team" together.

Often Helen thought of Mrs. Jutson Bruce. She never saw her again, but she heard by letter that she had joined her husband and they were making a success of life.

Some time within six months a letter came from Peoria. It was apparently written with a stick, and was almost as illegible as the tracks of a spider that had just crawled out of the ink-bottle. Of course it was from Sim Lamberquin. It was a long epistle and evidently had cost a week of his spare time in writing it. From the tone of it Helen gathered that he believed she had made a mistake in marrying Fred Huston instead of himself. He said among much other stuff;

"I didnt no yu wuz in the market fer sail fer matermona, er Id a mared yu too sudent quick, fer I wuz a keepin wun ey opin fer sum good ooman, n I jes let yu slip erwa n mara tuther feller. Ats jis the wa it allers is with my burmed luck—I never git nothin till its too late. I dont want yu ter think me foolish fer telling ov yu this ere wat was so tarnal deep down in my buzzum, but I kaint hope it—it must cum out—n so ther! But sence yu did n mara me Im right glad yu marid that air Fred feller who saived me when ther wasnt an inch uv life more left me. Im still livin at the old place near Peoria, sorter lonesum like. but Im gittin long tolbl well fer a single chap. Ill make it yit sumtime. So good-by—write soon—

SIM LAMBERQUIN.

And this is the story of "A True Love."



# THE RAILWAY CONDUCTOR.

## THE INDUSTRIAL VORTEX.

(NO. 3.)

BY JOSE GROS.

We can hardly conceive of man as developing totally disconnected from social or tribal relations, because man is not built that way, because man is a social being; but assume for a moment that that was possible. Well, the man in question would then develop according to God's laws or according to his free volitions, free in the sense of his own fancies instead of free under the real freedom of divine ideals. In so far as his own petty fancies prevailed over the best tendencies of his nature, his growth would be defective. In so far as that was the reverse, his growth would be correct, because, allowing free play to those best tendencies, part and parcel of himself, by God's gifts to him in the order of nature, is an adaptation to God's universe and his laws. With a man such as we have assumed, or a family group if you prefer, husband, wife and a few children, in such a case, the fancies of the man or those of husband and wife would really be their own laws, transgressing those of God.

Now let us apply the same philosophy to man in society, that is, when more or less under the sway of laws or traditions connected with the nation or tribe to which he belongs.

Laws and traditions, what are they but the collective will of the nation or tribe? As a matter of fact they are not even that. They are but the collective will of the few most influential men in the tribe or the nation. Even in this grand republic of ours, with all our political freedom, and the comparatively high standard of education among the toiling masses, even here laws are the result of what the few agree upon. It remains of course for the masses to accept what the few see fit to propose; but, what else can they do when hard at work for a mere animal existence? The minds of the many are not allowed time enough to acquire sufficient discrimination about what may be best for the life of nations. Besides, even methods of education can be turned into instruments of oppression, by complicating what is essentially simple. And all truth is simple, but it can be presented or inculcated in complex, obscure, perplexing forms.

Suppose that we now formulate the following dilemma: Man in society is the product of God's laws and human laws. In so far as man is good, he must be the product of God's laws. In so far as he fails to be good, he must be the product of human laws in defiance of laws divine. You may tell me, "but what about the man himself?"

We shall allow for that a little later on. To begin with, we don't deal with individual cases. We deal with general averages, as it is only through them that we can connect general causes with general effects. Through no other process can we grasp any precise knowledge in life. Individual cases never give us the key into any phenomena.

We can take the average man in each national group, or the average man in each class, from top to bottom in the social panorama. Individual averages are always the most instructive, and give us clearer perceptions of actual facts.

At almost every step in life we come across the two sets of laws we have mentioned, one from God, the other from men. If we try to disobey the former, we invariably suffer, sooner or later; but if we have sufficient wealth and intelligence we can manage to disobey a certain number of human laws, not only with impunity, but with advantage. Worse than that, a good portion of human laws invite the men with wealth and intelligence to get the best of all the other men with less intelligence and wealth.

Descend for a moment to the most fundamental laws of God and men. The former make labor the indispensable condition of human life, and labor is impossible without the instrumentality of land, a few square feet in the city or a few acres in the country. In the majority of cases, the former are far more valuable than the latter. Many city lots 25 by 100 are worth more than any 20,000 acres of choice farming land in the best agricultural regions. And what about the laws of man in regard to land and labor? Do they make it easy for men to obtain land in which labor should be at least fairly remunerative? We know very well that they make it just as difficult as possible. Hence the fact that even in this young nation of ours, with land enough for one billion of people to live in plenty, at least two-thirds of the population are under actual tribute to the few for the land on which they live and work year in, year out.

The above contrast between divine and human laws, in the most basic human element, in the most fundamental human connection, that of land and labor; in the most transcendent social condition, that of living through tribute to somebody else or not; that contrast alone gives you the primary cause of all social disturbances, disasters and great inequalities. Without such a contrast you could not have the tramp or city

loafers at the bottom of the social pit, any more than the multi-millionaire at the top of the pyramid. We are not in favor of any mathematical equality in wealth. It is not necessary, much less indispensable to the happiness of all. We simply repudiate extremes which are bound to produce countless evils and absence of joy in all directions.

The moment that we place a barrier, an obstacle, between the two potentialities from which all wealth is evolved, the passive potentiality, *Land*, and the active one, *Labor*, that moment we legalize such a crime. What is that but to completely reverse the divine plan of human growth, to make that growth a regular Calvary to the many, a perpetual crucifixion to 90 or 95 per cent. of the race, that 1 per cent. or 2 or 3 per cent. if you like, may be able to revel in wealth representing the tears and despair of the many.

Just as like begets like, all through nature, so abnormality begets abnormality in social developments, most especially when we start with the most criminal one that the created intelligence can conceive and carry out into actual facts. We challenge any man to tell us of any greater crime possible than the one we have referred to, that of giving to the few, the first comers or the smartest, the power to place the many under eternal tribute for the privilege of living and working on a planet which is supposed to be made by God and not by any set of men. What is that but to emphatically transgress that grand command—thou shalt not steal? What is that but to trample upon that other great command—thou shalt not kill? Because there are two different ways of killing, the direct and the indirect, the sudden and the gradual. The latter may yet be the most painful to men as well as the most sinful in God's eyes!

What is life unless men can live at least according to the minimum point of God's sanitary laws, and that with but the work that develops? Life below that is but a living death! And the minimum point in question, under modern life and under climatic conditions, cannot be placed at less than \$1,500 per annum for the average family group. And even that implies the deprivation of a great many legitimate comforts. How they would growl, our plutocrats, wholesale and retail, if they had to live on such small rations! They would not sing their song of prosperity any longer. You can be sure of that. Well, 85 per cent. of our family groups are forced to live on less than one-third of that minimum sanitary point, and their labor leaves their bodies and minds, at the end of the day, without

initial force to enjoy rest, much less that of searching for real knowledge, through which alone the highest joys can be had. That is even the story of our potentates. The only knowledge they have strength to acquire is that of how to humbug the rest of humanity, day after day! We shall allow for exceptions here and there among all classes. We simply refer to grand totalities.

If the above was not approximately correct, would we yet be surrounded with the problems which should have been solved long ago, under the light of human history, with but a certain degree of healthy intelligence? Of course not, and most especially not with the immensities of natural resources and the *sui generis* geographical conditions with which we have been blessed by the Power on high! It is, therefore, self evident that we have not yet acquired that certain degree of healthy intelligence conducive to a somewhat healthy national life. Shall we attribute that to God's laws or to human laws? To the latter of course, since, as we already have stated, it is human laws that have forever condemned most men, through *land monopoly*, to a life of servitude, of hard work and poor pay, under which conditions mighty little manhood is possible, because they transgress all God's laws of freedom and universal brotherhood.

In the order of nature, the order of God, man is not a drunkard, nor a loafer, nor a thief, nor an infidel, nor a savage. All such types are the inexorable product of human volitions embodied in human laws. Back of such laws we have of course the low, selfish aspirations of the few, who may be at the top of the tribe or the nation. The low individualities that we may find at the bottom of the nation or the tribe, they are but the prototypes of the refined low individualities at the top. To repudiate the above logic is simply to directly or indirectly blame God for the perpetuation of human iniquity and sin, and for all the crimes in the life of nations. If there is any escape from the above dilemma, we should like to know in what direction it lies.

All the above is not in the least intended to assume that each individual may not be more or less responsible for his own imperfect development. The reformer has nothing to do with that. The reformer simply asserts that, under human laws specializing the laws of God, the normal social surroundings would sooner or later evolve the normal generic man. All because like begets like through the universe, and man is part and parcel of the universe—a man of clay lit with the Divine spark. We of course cancel the latter and remain naked clay, as soon as we feel that we lack the power to establish civilization on correct principles. Such is the notion so far inculcated by our human religious system. To that notion we owe the perpetuation of our wretched civilization, what we may call—the *babyhood of the race*. Yet, such a barbarous notion is bound to vanish when we shall have—a *civilization of manhood*.

## OUR NEW YORK LETTER.

Vacation season has been occupying the time and attention of most of us in this part of the world, for even the narrowest circumstances, short of absolute poverty, do not prevent the great majority of New Yorkers from taking some sort of outing; perhaps because the intensity of life here makes it a necessity rather than a luxury. Of course it is the great Fair that has been the universal Mecca, the volume of pilgrimage to which has been limited only by the possibly short sighted policy of the railroads in refusing to make any sort of really cheap rates except on conditions that comparatively few people were willing to accept. As Mr. Depew has said, we have decidedly progressed in our ideas of standard of comfort (or as he dubbed it, of "luxury") and it is hard to see why the masses of men should not enjoy some little share of the benefits bestowed by the progress of the arts, except from the standpoint of one whose conception is that "plain people," as Lincoln called them, are destined only to provide superior ease for those who have possessed themselves of power over the opportunities for employment. But in spite of the obstacles set in their way by railway policy, a very fair proportion of our citizens have been indulging in excursions to Chicago, and all come back equally delighted. So enormous has been the advance made by the White City from the standard set at Philadelphia that it is out of the field of comparison; the one having been merely an interesting collection of exhibits, the other a great artistic achievement; and not only is appreciation most generously accorded in New York to what Chicago has done, but on all sides it is frankly conceded that we would never have done half so well if we had been given the opportunity. The fact is, there never was any of the jealousy in New York which a ridiculous newspaper here and there attempted to describe, at our loss of the honor of holding the Columbian Exposition. It was generally admitted that we were not so situated as to be able to properly manage it, that the benefits to be derived by anyone except the landowners and such few of the shopkeepers as had long leases, were too problematical to at all compensate for the serious inconvenience that it would have caused us in our crowded condition, and especially that our facilities for municipal transit were already so inadequate as to have made an extraordinary burden upon them simply insufferable.

This long vexed question of transit for our people between their work and their homes in the

upper part of the city, eight, ten or even fifteen or twenty miles away, is at last in a fair way to be settled, and in the most satisfactory sort of manner. The absolutely uncompromising attitude of the elevated railroad managers had almost forced our city officials to the rational position of city ownership a few weeks ago, but now a fresh syndicate has stepped forward and all the wiseacres are delighted at the prospect of escaping from one set of highway-men by casting ourselves into the power of another band. While there may be ample room for doubt as to whether the executive capacity could be secured for the proper conduct of all railways as a national system, and that view is certainly strongly supported by the evidences we have of the less efficient management of our larger and more diffused systems; and while there may even be a question as to whether individuals working for personal profit might not give better service in conducting the actual operation of even city railways, it would surely seem sufficiently patent as the result of our own experience that a great city like New York should never permit again to go out of its hands such an enormous influence over the welfare of its citizens as exists in the ownership of its means of transit. Of course the chief beneficiaries of good service are the landowners, but most people will prefer to secure common comfort even at the cost of additional rent, besides which some of the extreme evils of landlordism are mitigated by opening up remote sites for homes, a process which is in reality equivalent to increasing the amount of available land. After all, too, the city will always have it in its power to absorb through taxation, whenever wiser counsel prevails, the value which it may add to land by increasing the means of transit, while in giving away its control over such means of transit, it will lose all the increment which in the future is sure to attach to the franchise as well as the power to insure the comfort of its citizens. But as things stand now, it looks very much as if the only outcome of the expensive commission we have been maintaining on this subject would be to invoke the communal power to create a most valuable property which will then be turned over bodily, almost as a gift, to a handful of rich men who will graciously consent to accept the favor. And all this because they offer to advance a paltry amount of capital, little more than the city's own yearly income, and utterly insignificant as compared with the amount which it could easily raise for the pur-

pose by the pre-eminently just method of taxing the value added to the land in the city as the result of the improvement.

The steadiness with which this value advances in New York, even when no particular improvement is going on to promote it, was markedly illustrated the other day by the sale of a Broadway lot at \$10,000 rise over what it had brought six months ago, in spite of the commercial depression. Real estate is the one interest, however, which does not appear to have suffered greatly this summer, though as stated in a former letter, there has been nothing of the panic character in local affairs, and the pictures of sudden collapse of industries that have been sent out from here are decidedly overdrawn. The same may be said of the stories of destitution which now fill so much space in the *World* particularly, and which, it is to be feared, will do serious harm to the cause of permanent humanity by awakening a spasmodic sentiment for almsgiving among those whose ordinary lives do not bring them within knowledge of the misery constantly seething beneath them. Misery there always is in New York, and such misery as approaches starvation, but it is very doubtful if there is much more than usual at present, if percentages at least are considered. People have undoubtedly been thrown out of employment and the perennial distress of the poorest of our population has been increased, but this is not true in the sense that it has come with a shock, for the process has been going on for several years, during which the means for affording relief were just as potent as to-day. It may be said that it is a good thing to arouse even momentarily the kindlier feelings which prompt the establishing of bread funds, but against this is to be considered the fact that people having contributed to them are too apt to feel as if they had done their whole duty and become impatient at the suggestions of engaging thoughtfully in any endeavor to remove the seeds of the social disease which causes poverty; more especially when they associate the thought of starving masses with monetary conditions and naturally enough infer that the trouble will pass away as soon as the conditions undergo change.

Both real and imagined evils are great enough with us, however, to pretty thoroughly pale by comparison those against which Ireland is struggling, but it is hard for many of us to realize this or to avoid magnifying unduly the importance of the issue across the Atlantic ferry. In its latest phase, indeed, it is grave enough to merit attention, for the attitude which the lords have assumed in standing so obstinately

against the popular will on the home rule bill may have far more serious consequences than can yet be plainly foreseen. Yet one hears much less talk of the affair than might be expected, perhaps because an interest in British affairs, especially in this largest of Irish cities at the mouth of the Hudson, is more particularly manifested in proportion as they relate to Ireland, and the parliamentary contest has now got to be even more an English than an Irish question. We are so used to the expectation that any opposition by the lords to the commons must after all be only perfunctory and to the assumption that the power to coerce them lies sufficiently in the hands of the cabinet, that we are apt to lose sight of the present state of affairs, when particularly the entire upper house of Great Britain has registered itself fixedly against the popular branch. That this precludes use by Mr. Gladstone of the power to appoint new peers is at once apparent, and it would be by no means so simple a thing as some of our newspapers assume, to abolish the house of lords by a mere resolution of the house of commons. It may come to that, but if it does it will involve a complete upsetting of the English government as it now exists. That the lords ought to go all sensible men doubtless agree, and if anyone in this country had doubts on this point they must have been cleared away by a perusal of the pen pictures of them as given the other day by a correspondent of the *Sun*—a picture perhaps overdrawn, since it is hard to believe that the percentage of depraved and imbecile could be so great amongst that class in any country which is removed from the degrading influence of want, as to absolutely leaven the whole lump; but yet probably true enough to give ground for astonishment that so practical a people would tolerate the presence of even a few such examples in a body where they have even occasional power for mischief. One cannot help wondering, however, whether a stranger might not have some such thoughts, though in a milder degree, as he looks down on the narrow and mean and crafty faces that are to be seen in entirely too large proportion in our own senate, and whether he would not be apt to conclude, when he had learned how many of our senators have no title but that of purchase to their seats and no use for them but as means to increase their wealth by illegitimate use of legislation, that the time must surely come soon when we, too, will determine to get rid of our upper house.

E. J. SHRIVER.

## SOCIALISM VERSUS THE SINGLE TAX.

BY H. P. PEEBLES, M. D.

During the whole of the present generation, more especially perhaps in the last ten years, the economic, the social and the commercial conditions of the civilized world have attracted the attention and excited the alarm of all thinking and observing men.

The political economist has bewailed the situation through volumes of mournful comments; the statesman has spoken with gloomy apprehension on the evil tendencies of the times; the statistician has compiled tables proving that poverty and destitution are constantly increasing among the masses of mankind; the editorial pen has added to the hand-writing on the wall; the merchant and the producer, the mechanic and the farmer have joined their voices to the chorus of despair, and the politician—well, he has kept on in the usual course, saying the opposite political party has caused all the evils of the age, and when the dear people vote his way the millennium is at hand.

Palliative measures, schemes for temporary improvement, plans for passing relief, have been offered by the score, and the question of reform is the leading issue discussed by newspaper, magazine and review.

It is safe to claim that but two systems have been proposed as effective remedies, but two plans are claimed by their respective followers as perfect reforms that will abolish involuntary poverty, prevent destitution, remove the evils of the present and avert the dangers of the future. The adherents of the "single-tax" and the followers of socialism make these claims for their respective reforms.

It is a strange claim to make, but the assertion has been frequently made—and the experience of the writer warrants him, at least, in accepting it as true—that the writings of Henry George have made more socialists than the works of any other accepted authority on economic problems.

No writer of this century has equalled him in picturing the evils of land monopoly and the injustice and crime of existing conditions. No one has so clearly proven that poverty and want must increase among the masses and go hand in hand with progress as long as the present system of production continues. No one has described these evils so graphically, or demonstrated so conclusively that destitution and want are the natural handmaids of present social conditions.

Henry George has indeed builded the foundations for "socialism" deeper, broader and more solid than any other "reform" writer. But when

he uses that solid and enduring foundation to support the little insignificant structure called the "single tax," then asks us to admire the strength and symmetry of his temple of economics and calls his remedy the "one reform" that will abolish the social, economic and political evils of the age, it can only excite our astonishment and pity at the blindness and narrowness of a man of ability and genius.

We cannot enter into details, give the theory in whole or attempt to explain the intricacies of the single tax. We refer the reader to the works of George, every student of political economy should be familiar with them and every man that lays any claim to intelligence should study them.

Briefly, the theory is that all revenue for all public purposes should be raised by a tax on the productive value of land, in order: first, that speculative holding of land should cease; second, that land should be put to its highest productive use; third, that the use of land should be open to all men. According to the Georgian philosophy the single tax once applied, then let competition reign, let interest have free play, let individual capital own the machinery of production, let the trust and the combine have free course, there can be no more involuntary poverty and want, misery and destitution will vanish from the earth.

With the ethical principle that underlies the application of the single tax—that land should be free to all men and that to monopolize its use is a social crime—socialism is in most hearty accord.

But would the single tax give free access to natural resources? Would it enable the man without capital to cultivate land at a profit, support a family or drive the lank wolf of poverty from the door? We do not believe that it would.

We do not believe that its application would prevent the monopoly of land-holding. In its practical working it would give the use of the most available land to the highest bidder, would make security of tenure impossible and improvements would be a risky and venturesome form of speculation.

But granting the doubtful claim that it would make the use of land free to all men, how could this—as a distinctive reform measure—abolish poverty while capital and the machinery of production are monopolized by individuals?

In a previous article we gave some facts showing the immense difference between the cost of raising grain on a "bonanza" farm and the one of ordinary size, and showed that this difference was caused by the use of improved machinery

that the small farmer could not afford to purchase. Would the single tax interfere with these relations? If it would not—and we have yet to find the single taxer that can offer any arguments to show that it would—free land would abolish poverty about as rapidly as free air does to-day.

The adherents of the single tax seemingly entirely overlook the prominent part that capital and machinery play in the concentration of wealth in the hands of the few and the diffusion of poverty among the many. Under a primitive system of agriculture, where the scythe, the hand reaper and the flail were the only tools in use, and where the labor expended was proportionate to the acre, whether twenty or a thousand were under cultivation, then the single tax might abolish poverty, for any worker could use land at a profit. But now the small farmer cannot compete with the traction plow, the combined header and reaper, etc. Under present conditions it is almost impossible for the individual to make a living from land, given free and exempt from all future taxation. Improved machinery is daily making it more difficult and will soon make it impossible, nor can we discover how the application of the single tax would alter or change these conditions in the slightest.

We cannot in this brief paper argue the question in full or enter into the details that could be used to prove the above assertions, but will wait, hoping that some of our single tax friends will show us how that reform will enable the small farmer to compete successfully with the machinery of the "bonanza tract." We are willing to confess that with "free land" the laborer, the man without capital, might keep himself (and we will allow him a small family) above actual starvation by raising vegetables, etc., but few of the comforts and none of the many luxuries of modern civilization would be at his command, while such necessities as groceries and clothing would make his life a continual search for the means of living.

We are in perfect accord with the old saying that "comparisons are odious," and cheerfully admit that an analogy is the weakest form of logic, nevertheless, we give the following illustration as an apt comparison of the ethical principles of single tax versus socialism:

For physical existence three essentials are required, three things are needed to sustain animal life: air, food and water. Deprive man of

these and he dies. Deprive him of any one of the three—no matter how plentiful may be the supply of the other two—and death results. Any one of the three is as essential to life as the others, and if death results from the lack of one the victim is just as dead as if he died from the lack of all. If all, or any one of the three, is doled out in insufficient quantities, disease, weakness and decay result. For economic life there are likewise three essentials: land, capital and machinery. Deprived of these, or any one of the three, economic death (destitution) is the result. Doled out in insufficient quantities, economic disease (poverty) is the result. For economic health and well being the three must be free, equally free; but our single tax friends are in the position of a physiologist who would say, give a man plenty of water and he will be healthy without air or food.

During the last five years socialism has been discussed in newspaper, magazine and review as never before, and the discussion has been forced upon them by the phenomenal growth of socialistic sentiment. We have no means of estimating the growth of the theory in this country or England, but in Germany it has grown from less than twenty thousand votes in 1873 to above two millions in 1893. We are not familiar with the development of socialistic sentiment in other parts of this country, but in our own section (southern California), under the specific name of "nationalism," it numbers its adherents by the thousands, and in one nationalist club of more than three hundred members (of which the writer was president for two years and knows whereof he speaks) more than one-third had been single taxers, and the writer has no hesitation in confessing that he was one of the number.

Every authority on economics, every writer on political economy, has literally been forced to take part in the discussion, it has gained adherents wherever its literature has been read, it numbers its followers by the millions, and consciously or unconsciously socialistic sentiment has dictated every reform movement of the generation. This is so apparent to the observer that Sir William Harcourt truly says: "We are all socialists now."

There is an old proverb that says: "All roads lead to Rome," and we could justly paraphrase it and say: "All reforms lead to socialism."

## COMPULSORY ARBITRATION.

BY W. P. BORLAND.

Recent developments in the circumstances attending the existing relations between railway corporations and their employes, which were brought about by strained and, as many believe, wholly unwarranted judicial interpretation of existing laws, emphasize the necessity for applying some new principle, or, better, applying principles already in use to the settlement of those differences that necessarily will arise between railway employes and the corporations employing them. Owing to the vast interests involved and the peculiar nature of the transportation business the general public unavoidably becomes a third party interested in the settlement of labor disputes on railways, and this public interest in such disputes renders old methods of settlement obsolete. That the public, through its accredited representatives, has a right to interfere in such disputes for the purpose of protecting its own interests, has come to be a well established principle, and we may confidently look for the principle to be amplified in the future. This is not a circumstance to be regretted by railway employes; on the contrary, it is one which, if properly understood and intelligently treated, may be made to redound to their everlasting benefit. It is not from the simple fact that there exists a tendency to adopt measures conservative of the public's rights that the rights of railway employes are endangered; their grievance lies in the fact that, in so far as the conservation of the public's rights has yet been attempted, there has been a manifest disposition to treat the rights of the public and the rights of the railway corporations as synonymous, thus compelling the employes to take a back seat and leaving their just rights to remain in abeyance. As before stated, this result has been arrived at by means of a strained interpretation of existing laws, and that fact, conjoined with its consequences, has created a widespread belief that the judicial representatives of the public are in league with the corporations in their efforts to force distasteful conditions upon their employes; a belief which clearly ought not to exist. It cannot be denied that railway employes have just cause for complaint concerning the result of the recent action of the judicial representatives of the public in the Ann Arbor cases, and that such action was of a nature to create in the minds of the unthinking the belief above indicated. Whether or not there exists just grounds for this belief is a point which I do not propose to discuss; for myself I prefer to

believe that the judges in those cases were influenced less by their sympathies and preferences than by the fact that they were confronted with a problem for the solution of which no explicit and clearly defined rule of procedure existed, and, having to invent a rule for themselves, it was not at all surprising that it should be an unjust one. The very fact that in their action they were compelled to confine themselves to the effects of the dispute rather than its cause, and that even then they were compelled to place a forced construction upon the terms of a law that was enacted for an entirely different purpose in order to obtain any jurisdiction at all, is sufficient to indicate where lies the deficiency, and point out to railway employes the way they should go in order to obtain substantial relief. If the public is to interfere in such disputes, then the public must have a just and clearly defined rule of action by which to justify such interference, and it must take cognizance of the causes of such disputes instead of confining its jurisdiction, as heretofore, wholly to their effects. Had there existed a law which, in express terms, permitted public recognition of the original causes of the Ann Arbor difficulty, the result to the employes might have been different. It is a thoroughly senseless proceeding for railway employes to fight against this tendency toward public control; it is in the line of evolutionary progress and, instead of combating it, railway employes should accept the inevitable and intelligently unite their forces so as to secure public recognition of their just rights. Any plan, therefore, which promises to attain this end is worthy of serious consideration, and in this connection a contribution to the subject that appears in the September issue of *Transportation* will be of especial interest to railway employes, because of the fact that it expresses the views of their well known friend, Edward A. Moseley, secretary of the Inter-state Commerce Commission. Mr. Moseley speaks of the deficiency I have indicated as follows:

The assertion that the "powers of a court of equity are as vast and its processes and procedures as elastic as all the changing emergencies of increasingly complex business relations and the protection of rights can demand," while it may be conceded to be correct in a general sense, cannot be relied upon as pointing a way out of settling disputes which relate to employment, except where some breach of legal duty occurs. This is forcibly illustrated by the recent trouble between the engineers and firemen and officers of the Toledo & Ann Arbor road. The fact that a strike of engineers and firemen occurred on that

road was merely an incident in the court proceedings which afterwards took place. The fact that notification by the Chief of the Brotherhood of Engineers to members that a "strike was on" was alleged to have resulted in a refusal by engineers employed on other roads to move Toledo & Ann Arbor cars, and this was seized upon by the road as ground for legal proceedings. It was the effect of the action by the engineers and firemen and their chiefs which the courts took into account in allowing the temporary injunctions and deciding the proceedings for contempt. The fundamental cause of the trouble—the dispute between the Ann Arbor road and its men—was not and could not have been considered by the courts with a view to settlement. The effect of the decisions subsequently given was to create the mistaken belief in the popular mind that they settled the Ann Arbor strike in favor of the roads, though by many of those acquainted with the facts it is confidently asserted that the original wrong was entirely on the part of the management of the railroad company. Those decisions did nothing more than fine a man for contempt of court and treat of the Brotherhood's Rule XII. They did not reach the core of the difficulty.

Here is the condition with which railway employes must grapple, plainly stated. It is very evident that with public interference limited to its present scope railway employes are at the mercy of the corporations. Corporations might to-day repudiate every wage contract in the country and reduce wages to any extent they saw fit with the complete assurance that their employes would be powerless to prevent such action. If employes attempted to protest against such action and secure justice for themselves by means of a strike, the corporations would have only to plead the necessities of their obligations to the public to bring the whole federal power to their aid and compel their employes to continue in distasteful employment. While it is not at all likely that any such general movement as this will ever be attempted, it is indisputable that the precedents already established are sufficient to justify it, and the sooner railway employes recognize the situation and devote their attention to the extension of public jurisdiction over all the points of difference between them and their employers, the sooner will they get out of the woods. Mr. Moseley has clearly apprehended and excellently stated the disabilities to which railway employes are subjected by present construction of law; whether or not he has proposed the proper remedy for the removal of these disabilities is another question. Mr. Moseley is a believer in arbitration; he also believes that arbitration should be made compulsory, but he differs from most advocates of that theory in that he recognizes the fact that the law which compels arbitration must recognize the rights of the principals in the dispute as co-equal and co-extensive. Instead of compelling arbitration between railway corporations and their employes, he would arbitrate between two corporations having precisely equal legal

rights—i. e., the labor corporation on the one hand and the railway corporation on the other. He says:

Combinations of capital and organizations of labor are created for exactly the same purpose, the protection and promotion of individual interests by collective action, and both are entitled to the same degree of recognition. They represent the two great interdependent and interacting forces of industry. Overwhelming power in the hands of the first means unbearable oppression to the other, while extreme advantage conferred upon the latter would, if unwisely used, inflict ruin upon the former. Each side is governed by the dominant motive of self interest, and they should be placed and kept upon equal footing. To do this full recognition of labor organizations is essential. A corporation which has brain and sinew for its capital should be regarded as similar, in a legal sense, to a joint stock concern with a paid up money capital. This much I believe is due to labor in any branch of industry.

In the main this view is eminently correct; when labor organizations have secured such legislation as will compel employers to recognize and treat with them as corporate bodies they will have taken a long step ahead. Mr. Moseley very properly calls attention to the fact that the whole trouble at Homestead might easily have been averted had the law recognized the labor corporation as a fact, and compelled employers to treat with it as a body having full power to adjust conditions for its members. The main fight would not then have been over the right of the labor organization to treat for the men, and there can be little doubt but the other questions in dispute might have been peacefully settled upon some fair basis of mutual advantage and concession, had the main question thus been put out of the way. But this question of compulsory arbitration is one that is full of difficulties. Suppose we have the fully equipped labor corporation whose rights to treat for its individual members are fully recognized and protected, and that this labor corporation is unable to arrive at a satisfactory solution of its difficulties with the railway corporations, then the questions in dispute are to be referred to competent and acceptable arbitrators, whose award shall be final and enforceable in the courts. There can be no objection to the submission of such questions to competent and unbiased arbitrators, as parties who believe in the justice of their claims have nothing to fear from such a course; but to bring the power of the law to enforce the award, is not that quite another matter? Suppose the award to be wholly averse to one or the other of the principles to the dispute, would it be likely to alter their original opinion as to the justice of their claims? Would it not rather create a feeling of resentment against a law which they believed was forcing them to accept conditions which they regarded as wholly unjust? That the award of a board of arbitrators

might take such a form as this is by no means an impossible contingency, and it is not to be expected that any considerable body of men would long continue to respect a law that they believed was directly oppressing them. Carroll D. Wright discourses on the subject of compulsory arbitration in a recent issue of the *Forum*, the substance of his conclusions, as presented by the *Irish World*, are as follows: "For instance, in a case where an employer reduces the wages of his workmen from \$2 to \$1.80 per day, and when a strike results appeals to the arbitration court and is sustained. Should the men refuse to abide by the decision the officers of the law may be called in to compel them. They may be arrested and brought into the factory. If the sheriff or single officer summoned to serve the execution cannot do it alone he can summon the posse comitatus. If the posse be insufficient he can appeal to the governor and all the power of the government brought to enforce it. "This," says commissioner Wright, "means compulsion, and at the point of the bayonet. The men must accede to the decision of the court of arbitration and work for \$1.80 per day, whether they will or not." On the other hand, should the decision be against the employer he must pay \$2 per day, when, it may be, the market cannot be supplied on such a basis. To escape bankruptcy and at the same time obey the order of the court and pay \$2 per day, the employer will be compelled to do one of two things—he must either adulterate his goods or enter into a combine and raise prices. In such cases Commissioner Wright says that "compulsory arbitration would simply mean confiscation." While it is not at all likely that any intelligent and fair minded board of arbitrators would render a decision that would lead to the contingency pointed out by commissioner Wright, it cannot be denied that he has correctly stated the logical results of compulsory arbitration. Compulsory arbitration, carried to its legitimate end, means the forcing of the industries of the country under state control at the point of the bayonet. It means, in short, state socialism. I do not believe that Mr. Moseley is willing to accept this result; rather, I am sure that he is not, from the fact that he proposes to limit the application of the principle to the railway interests of the country, on the theory that they are different from others because of their exceptionally public character. It is Mr. Moseley's desire to settle labor disputes upon a basis of strict justice to all concerned, and he says;

Whatever may be practicable in the way of maintaining the reciprocal relations of labor and capital generally, in my view two things are indispensable to the prevention of

strikes on railways. One is the full recognition of railway labor societies as corporations. The other is the settlement of disputes between railway employer and railway employees by means of compulsory arbitration between the men represented by their labor corporation as one party, and the stockholders of the company represented by the railway corporation as the other party. We then obtain that *equality of power and force which compels* the essential requisites of friendly relation, respect, consideration and forbearance. Disputes between employers and employees can be satisfactorily adjusted only upon the basis of fair concession and mutual advantage. The strict rules of law are wholly inapplicable to such controversies, and so far the only plan which appears to offer a solution of the difficulty is arbitration. It is not conceded to be practicable to compel the parties engaged in productive enterprises to accept arbitration, but that objection loses all its force when it is proposed to limit it to those engaged in railway transportation. The power of congress to regulate commerce, including its transportation and the instrumentalities employed therein, is too well settled to need argument or citation of authority.

It is unquestionable that congress has the power to compel the submission of railway labor disputes to the decision of arbitrators and to enact laws which will enforce obedience to such decisions, but it seems to me that there are some points requisite to the attainment of that "*equality of power and force*" which Mr. Moseley regards as an essentially just basis from which to arbitrate, that have been overlooked. Mr. Moseley truly says that "disputes between employers and employees can be satisfactorily adjusted only upon the basis of fair concession and mutual advantage," and that "justice must be the desire on both sides, or one side must be as powerful as the other." Let us apply these truisms to some of the facts as they exist on railways, with which arbitrators might have to deal in settling disputes. Mr. Moseley says: "The conductors, the engineers, the firemen, yardmen, brakemen and switchmen all contribute, not their manual labor only, but their brains, their judgment, and, as statistics show, their lives too often, as against the mere money of the stockholders." And he asks: "Are they not, then, entitled to consideration and protection?" They are entitled to "consideration and protection," and in proposing to afford them such consideration and protection is it not essential that there should be some clearly defined rule whereby it may be determined *how much money* shall represent an equivalent to their contribution of "their brains, their judgment, and, as statistics show, their lives too often," to the successful operation of railways, in order to obtain that *equality of power and force* which Mr. Moseley regards as a necessary factor to successful arbitration? How are the corporations between whom it is proposed to arbitrate to be otherwise "placed

and kept upon equal footing?" The report of the Inter-state Commerce Commission for the year ending June 30th, 1890, contains some observations which may very properly be quoted here: "It will be observed that the railways in group II (those in the middle states) are capitalized at \$117,902 per mile of line, being a higher figure than is reached by the railways in any other portion of the country. This excess in capitalization is very marked. \* \* \* The only roads that approach those of the middle states in capitalization are the roads in California, Oregon and Washington. The explanation of this overcapitalization will be found in that series of accidents, mismanagements and shrewd managements which make up the history of railway development in the United States. There is no question of more vital importance to the just policy of government control over railway affairs than the one thus brought into prominence. The rule of just compensation for railway service generally accepted by railway commissions can never be worked out satisfactorily until it is possible to convert the actual capitalization of lines into a just value of their property. The creation of a special commission for this purpose might, with propriety, be urged upon congress.

Here it is plainly stated that this question of overcapitalization is of "vital importance to the just policy of government control over railway affairs;" is it to be entirely ignored in the construction of any just plan of arbitration of labor disputes on railways? Does it not seem as though a question of such "vital importance to the just policy of government control over railway affairs" should be satisfactorily disposed of, as a preliminary to the inauguration of any sound measure of compulsory arbitration? Take any one of the prominent roads in this group, for instance, the P. R. R., which is capitalized for \$477,244 per mile of line, or the Erie, capitalized at \$326,549 per mile of line. It is quite possible that there might arise a dispute as to wages on one of these lines which would require the services of the arbitrators, when, according to Mr. Moseley's plan, each corporation would be required to "file approved bonds with designated officials \* \* \* to abide by the decision of the board of arbitration \* \* \* and that awards made under such conditions shall be enforceable in the courts." It might so happen that the railway corporation could present indisputable facts to the arbitrators to show that the concession of any part of the men's demands was inconsistent with their obligations to the shareholders, and that the men could

present indisputable facts to show that the concession of the whole of their demands would but put them on a plane of equality with their brethren doing similar service on other roads. What would be a just decision in such a case? Here is an issue squarely made up. Where is there any room for "fair concession and mutual advantage?" One of the old English jurists, Wilkins, I believe, says that "a judgment that is equal and impartial must incline to the greater probabilities." In a case of this kind, the greater probabilities would be that with such an excessive capitalization the railway corporation's obligations to its shareholders were excessive, and the equal and impartial judgment would favor the demands of the men. But, supposing the public permitted that excessive capitalization to remain as a fact, how would the railway corporation accept such a judgment? I am inclined to the belief that the decree of "enforceable in the courts" would not amount to much with them; the manner in which they have evaded their obligations in the past is not calculated to give one a very exalted opinion of their respect for the law. It may be urged that the contemplation of these potential moods of the case is not conducive to a sound judgment of the merits of Mr. Moseley's propositions. That may be true, but at any rate such contemplation serves to bring into prominence the greatest evil from which railway employes suffer in their relations with their employers, which evil Mr. Moseley has entirely ignored. Mr. Moseley's propositions may be summarized as follows:

1. That railway labor organizations be recognized as corporate bodies having exactly the same legal rights as other corporations, and that their right to arrange conditions for their members be fully recognized by railway corporations, and protected by law.

2. That whenever the labor corporation thus constituted, and the railway corporation are unable to arrive at a satisfactory adjustment of their differences, such differences be submitted to the judgment of approved arbitrators; the corporations interested to file approved bonds to abide by such judgment, and that, if necessary, the judgment of the arbitrators is to be enforceable by law.

3. That arbitrators should be selected with special reference to their knowledge of the particular circumstances governing each dispute they are called upon to adjust, not regularly appointed officers holding office for definite terms, and that their awards be given the utmost publicity by provision that they be reported to the executive head of the government to be officially promulgated by him.

If we start from a just basis nothing can be fairer than these propositions, and if we start from a just basis I am inclined to think that compulsory arbitration will be found to be wholly unnecessary. It is a broad assertion, but I feel justified in saying that if the railways of this country were capitalized at their just value, labor disputes would be practically an unknown quantity. It must be admitted that, with few exceptions, there is every disposition on the part of railway managers to deal justly with their employes, and I am under the conviction that, in the vast majority of cases, railway managers are disposed to grant their employes as favorable terms of employment as, under the conditions confronting them, it is possible for them to grant. Railway managers are but human, and there is no occult power known to them by which 2 and 2 may be made equal to 5. As long as they are required to manage the properties under their charge so as to provide revenue sufficient to satisfy the demands of the immense mass of water contained in railway capital, no sort of arbitration will protect railway employes from injustice, and if railway capital was reduced to its proper proportions, that innate perception of justice which is present in most human minds would enable railway employes and employers to arrive at a satisfactory settlement of their differences without the constraint of any extraneous influence. Take the case I have supposed above: let the fact that it was not possible to accede to the demand for an increase in wages be presented to the men in its integrity, and, supposing it was known that the road was justly capitalized, can it be doubted that the men would accept the situation cheerfully and continue in their employment on the old terms? But when it is known that the road is vastly overcapitalized, have they not a right to protest that the company's showing is notoriously unfair to them, and is it not considerable of a farce to compel them to accept arbitration upon such a basis? It is not possible to erect a superstructure of justice upon a basis of dishonesty and fraud. Mr. C. Wood Davis says: "The railway is public rather than private property, and while

the stockholder is entitled to the usufruct and its limited control, yet such control is a trust for a specific purpose, such purpose being the service of the public for which the compensation shall be just and reasonable, but the law never contemplated that one party in interest should alone be in possession of the knowledge necessary to a determination of the amount of capital employed and the reasonableness of the charges made, and so long as such knowledge is withheld, shareholders must expect discontent on the part of the public, and efforts to secure such control as will ensure justice."

These remarks have especial reference to the railway user, but they have complete application to the case of the railway employe as well; until such time as the principle of public control has been sufficiently extended so as to secure justice in this matter of railway capitalization, railway employes must expect to suffer along with railway users, and no arbitration scheme can afford them any considerable relief. It is quite generally conceded that the demands of railway employes are, in the main, always just and reasonable and no more than they are entitled to have granted, and it is quite as generally conceded that the exactions of railway corporations are unjust, unreasonable and an outrage upon the public at large; with these concessions before us it must be admitted that the field for "fair concession" on the part of the men is very limited indeed. Nevertheless, Mr. Moseley's propositions should not be rejected by railway employes; they point to a way out of their present difficulties and they should be taken up and pressed to an issue. With the addendum of a demand for a congressional committee such as suggested by the statistician of the Inter-state Commerce Commission, railway employes, if they were only united, might formulate a very respectable issue upon which a great many congressmen might be elected to stay at home if they failed to recognize it. A general congress of railway employes to discuss and formulate measures for public relief would be a very proper thing just about this time.

### STRENGTH IN UNION.

The union meeting of trainmen at Bluefield, W. Va., Saturday, Sept. 2, last, proved one of the best attended and most profitable of all the similar gatherings held the country over during the past three months. One of the notable features of the gathering was the address delivered by Mr. Thomas B. MacMahon, which,

through the kindness of Secretary B. H. Owen, we are able to give our readers, as published in the *McDowell Recorder* of the following Saturday:

"Mr. Chairman, ladies and gentlemen, associate representatives of the most exalted type and the strongest form of organized labor in North

America, the Order of Railway Telegraphers is proud and glad to greet you.



THOMAS B. MACMAHON.

On different occasions since I have been connected with railroad organizations it has been my good fortune to be present in meetings like this, sometimes in the audience, sometimes upon the speaker's platform, but always where I could realize the power of enthusiasm exhibited, but it has remained for the railroaders of the two Virginias and their ardent, outspoken supporters south of the Mason-Dixon line to convey to me by their impressive presence here and by their manifestations of boundless loyalty to our glorious labor laws, the most expansive knowledge of the high esteem in which our organizations are held and the intense sympathy felt for them everywhere that I have ever received. My dear friends, it is a magnificent and permanent joy for you and a no less exquisite one for me to meet in staunch assembly here, a unit in the labor world, with one purpose, one motto, one flag. Our purpose embodied in the principles we teach, aiming at the highest and best standard of morals and finances for ourselves and for our fellows. Our motto, universal rights and privileges, and equality before all men. Our flag a symbol of freedom in thought and freedom in deed, freedom for the railroad man and all his brave compeers who dare to shape the thoughts they think and speak the truths they know.

Adherence to established forms at this moment would prompt a review in detail of our work, a summary of the causes and effects of our own creating that gave us place and fame in making our country's history, but as I am neither an ad-

mirer of form for form only, nor a believer in an existing necessity for a statement as to who and what we are at this time, I will, with your permission, let the past rest with the memory of labor battles fought and won, and proceed to deal with the future and the victories it will bring so long as we continue our work without fear and without hesitation.

If there are any in this assembly, any dear friends of railroad men who do not fully understand the purpose of railroad organization, who do not know the good that we do; or the good that follows after us; to them I say, let me appeal to your reason for a fair impartial hearing.

Railroads we all know are big highways operated by thousands of human beings, living wheels set in the earth's circumference to make that earth revolve.

Life, labor and time are sacrificed on the altar of necessity to maintain this master commerce and to perpetuate its growth forever. But as the success of any great enterprise depends on the amount and the quality of order enforced, the lives, labor and time of our railroad men must have a standard order all their own, must be protected; and sufficient united movement among them encouraged to evolve the best results.

Only one solution of this mighty question suggests itself, one plan by which our hopes and the hopes of the public may be realized, and that solution, that plan, is embraced in the one word, Organization! Orderly enlistment of all the railroad men in the armies that represent their respective organizations, and the complete consolidation of all of these into one vast working force, directed by trained minds which they elect shall lead them. This is federation.

Federation by system adopted at Cedar Rapids six months ago. System federation has proved the best solution of this important problem which railroad men have been trying to solve for a quarter of a century.

Federation by organization as a whole was not successful, because only very rarely would the same set of rules govern two lines of road under different management. The rules might be applicable to our organization, for the methods of operation of each organization are generally similar, but would not always be applicable to the railroads, because their modes of operation are almost invariably different.

System federation provides different methods of operation and different rules, wherever necessary, on all systems where we federate.

Federation under the agreement drawn by our grand officers at Cedar Rapids assists us in adapting ourselves and our organization to the

varied and peculiar conditions existing on the hundreds of railroad systems where we have long been substantially recognized. Federation shall be our salvation. It is our keystone.

Federation unites in thorough understanding all of these recognized forces to which you and I and all of us belong.

Federation mobilizes organizations so that they can be utilized as one large army when assailed by an enemy.

Federation, however, does not mean that we shall be bound in soul and in body each to the other; it does not mean that we cannot move nor speak without first obtaining the consent of all interested, or that for trivial grievances we may be plunged into the inconveniences of railroad war; it does not mean that the rules of one organization shall hamper or impede the progress of another; or that unjust protests from aggrieved members will be allowed to create unwarranted discord among their colleagues, but it does mean that we shall congregate our soldiers on a common plane for mutual protection and defense, ready to move when called, to co-operate in directing a battle in which any wing of our consolidated army may be engaged; willing to fling our solid strength against a foe; little at first, then much, commencing by small platoons not forgetting to husband our energy and to use no more force to win than the fierceness of the conflict warrants, but prepared to swing our entire corps into line and to move like multiplex "double-headers" on the enemy, if any of our several companies in action find victory impossible otherwise.

You organization men who are familiar with the tactics of federated bodies understand how this operates and can appreciate the picture drawn.

Federation means much more than the mere mobilization of our organizations. By the advantages which federation affords, one organization, instead of having to labor long and unsteadily to accomplish an object of benefit, can, when necessary, under specified conditions and rules, to which we have all previously agreed, call on the other allied powers for assistance, and their combined influence and force rapidly and effectively consummate the project in which the single organization might have been crippled or defeated, if allowed to fight alone.

Bound together in federation, greater interest will be taken in building and in increasing the efficiency of each individual fold. Federation stimulates and incites us to become missionaries among each other for the purpose of inducing those who are not members of our organization

to which ever one considers them eligible and worthy.

When trains stop at a station for orders, or lie there waiting for another train to pass, and when, for any purpose or upon any occasion railroad men meet, the ties of federation bring them closer in fraternal friendship; their hearts beat faster and warmer in the presence and under the magnetic influence of their brothers, and if, perchance, there be among them an engineer or fireman, conductor or a trainman, a switchman or an operator who is not a member of the organization to which he should properly belong, the natural desire, the thought and wish which federation nourishes will rise supreme and strong, bidding them seek that man and bring him into our home.

Federation invites free communion between railroad men, because, while you cannot determine if a man is a member of any order save your own, without it, you can with it, and once you know this, it immediately becomes a duty and a pleasure to converse with him as an associate and as a companion met on the same level which forms the support of both, fighting for mutual independence.

Mr. Chairman, ladies and gentlemen, I desire your indulgence a few moments further while I speak briefly on another topic of considerable interest to railroad organizations, one which I regard next in importance to federation—that is politics.

Occasionally we hear that the discussion of politics in labor organizations cultivates discord and dismemberment.

Let us see whether it does, and progressive politics shape and govern movable orders of all kinds. To properly accept and realize the meaning of this statement, we must view politics in a literal and liberal way; not confine our reflections to the turmoil of ward caucuses, or to the contemplation of the strife for supremacy attending excited municipal elections, although many results obtained there are important in connection with labor affairs. We will look at the question in its entirety.

All acts and attitudes of labor organizations are politic, but they are not always of a nature to associate with federal or social government, and, therefore, cannot be said to deal with any designated political form or party, nor can it be truthfully said that any political form or party may be barred from participation in the deliberations which create and foster the aforesaid acts and attitudes; this, of course, inside the ranks of organization.

Now, then, let us draw an example of politic

movement away from any scene representing political movement in federal government. For instance, two men set out to perform a certain task alike in effect, perhaps in preparation, that depends on the men, they are politic in movement, diplomatic in conversations, and possess talent of rare degree. One succeeds, the other fails, why?

Was it lack of application, or neglect in observance of political measures?

Was it lack of tact in marshaling the force so necessary to success? It would seem so.

The successful man has no more, no greater opportunities than his colleague, but what he had was better developed. He had improved his time and had become the more politic of the two. It was not so much in what he did as in the way he did it. As with individuals, so with organizations. We possess present opportunities which only lack development to perfect.

Let us go farther. If we are unjustly harassed or opposed by persons or corporations, what is the remedy? Surely not force. As good citizens should, we turn to the laws of our country for aid and protection.

How are these laws created? Who name the men who make them? We do. Is it not important, then, that we should support only such legislators as we know will espouse our cause, introduce and endorse laws favorable to the interests of our labor?

It is not enough that they advocate such laws in public discourses only to allow their acts to repudiate their utterances afterwards. We insist that they shall vote for them and help enforce them.

It is neither too much nor too little to say that these stipulations, in regard to public men, apply to our government officials from a village constable to the president.

If they avoid or neglect the duty they owe us the remedy is in our hands to apply. Shall we apply it?

Politics in all forms should receive more and better attention from us, for only through legal and orderly channels should we expect to obtain the justice which is our due, and is by right inalienable.

It is not necessary that partisan feelings among the members of great political parties should rise, nor is it necessary that present convictions on leading political questions be renounced. We need only allow our organizations to become political so far as affects questions which affect us, questions dealing immediately with us and our organizations.

The preservation and growth of organized bodies like ours depends, principally, upon the

recognition and power emanating from our legislative halls, and from our courts of justice.

This has been demonstrated on several memorable occasions. Therefore, it becomes us to devote more than a passing thought to its important bearing on the conditions which confront us to-day. It has been demonstrated, too, that some of the most efficient and famous jurists ever known rose from the ranks of labor and were proclaimed by the votes of the people qualified executors of our nation's laws.

Recognition, such as this, so well deserved, should continue to be encouraged, and it is for us to develop and lead its promising future.

By honoring our own men, we bestow merited approbation upon them in their own country, and coming from their own associates who are bound to them by the sacred ties of their fraternities, it will attract and hold the attention of the public, whose influence we seek and whose appreciation we desire. Men may say to us, become political and you are lost. Nonsense. No great cause, or its advocates, ever met disappointment or defeat, by reason of their being progressive or energetic, and I say to you, my friends, that to be progressive and energetic in the sense our organizations require, we must bravely grasp any issues affecting our prosperity, chief among which are those which place either friends or foes in power, and deal with them firmly and fearlessly.

We can do this and not descend to the level of a machine.

We can do it and do it well by watching ourselves closely to avoid mistakes and to prevent abuse of the policy.

Should we at any time discover irregularities in its operation, fraud or deception on the part of any of our members, especially any of our leaders, it becomes our duty to advance in a towering wave of outraged confidence, seize that member, be he of high or low degree, and shake his political and social life into fragments.

The severest punishment we might inflict, legally and humanely, of course, on a man who would misdirect or malign the power that we gave him, would be insufficient retaliation for his crime. A man who enters our organizations, qualifying in all our laws, endorsing all we teach, who would injure or betray his fellows, falter or retreat while under fire battling with them for right; who would barter his soul for gold or for some weak hireling's favor in unmanly endeavor to thwart honorable progress around him, might look in vain to the hell his deeds create for cessation of avenging furies racking.

Mr. Chairman, ladies and gentlemen: We have not been so unfortunate or remiss in the manage-

ment of our affairs to find the conditions confronting us to be of an order pointing to the occurrence of the incident described.

We are surrounded by and we mingle with hosts of lynx-eyed veteran organization men who detect and extinguish the unholy fires of treachery in their incipency.

"Old continentals in their ragged regimentals yielding not."

Men who braved malicious attacks upon us in the days of our youth, who dared to be true to us then and who are glad to be true to us now.

But we are all human and likely to fall from grace, and, therefore, we should announce the penalty for the sin and let prospective guilt hesitate and cringe in the presence of merited chastisement. Sympathy should never play a part in organization.

No matter how repentant the man, contrition will not mend or atone for evil, and omission of natural laws defining proper rebuke, tends to encourage the criminal and to invite recurrence of the crime. Our laws should be firmly administered and offenders forced to feel the ever constant lash of retribution.

If this be generally understood, and, when necessary forcibly demonstrated, by allowing no transgressor to escape or remain free from pursuit, we may safely and advantageously deal with politics and political measures; discuss political questions and politicians in our lodge rooms, and successfully defy all criticism or opposition. I appeal to your loftiest instincts to confer upon this subject your sincere and profound consideration.

Let us continue to develop all that is noble and graceful and good in our natures and impart it to our organization.

Let our aim be to reach the greatest eminence in the scale of humanity, a pinnacle of sparkling fame, reflecting honor upon our glorious nation, whose wealth of intellect and splendor of civilization is destined to surpass that of ancient Greece and Rome.

Let us feel proud of the opportunities as men, whether handling the throttle, the key or the switch, to vindicate our course and prove by our strict performance of duty, and by making our employer's and the public's interests ours, that we are worth the warmest commendation the world can bestow.

With Justice for our motto and Excelsior our cry, we will forge unflinchingly forward and gain perpetual peace and triumph to crown our orders all.

#### A Birthday in Autumn.

Sounds from the sands that front the eastern sky

Mingle their voices with the crisping leaves,  
And tell me that the happy month is nigh  
Where in the sight of nature, nature grieves;  
But for the seeing soul a garland weaves  
Twined heavy with gay fruits and flowers, and  
kissed

By light more purple than fine amethyst  
Born of the seas, even while earth's bosom  
heaves

With sighs at parting Summer's loveliness.

In this strange month, of gladness wast thou  
born,

And ever as 'twere harvest-time dost bless  
With thy rich love the needy and forlorn;  
Giving thy treasure against Winter's stress,  
And singing, bird-like, leaning on a thorn.

—Scribner.

#### The Little Elf.

I met a little Elf-man, once  
Down where the lilies blow.  
I asked him why he was so small  
And why he didn't grow.

He slightly frowned, and with his eye  
He looked me through and through.  
"I'm quite as big for me," said he,  
"As you are big for you."

—St. Nicholas

#### Wheels and Wheels.

The maiden with her wheel of old  
Sat by the fire to spin,  
While lightly through her careful hold  
The flax slid out and in.

To-day her distaff, rock and reel  
Far out of sight are hurled,  
For now the maiden with her wheel  
Goes spinning round the world.

—September.

#### Force of Habit.

She was a pretty salesgirl;  
He asked her for a kiss.  
For he was the accepted  
Of the fair and blushing miss.

She gave one, and as she drew  
Her rosy lips away,  
"Is there," she asked in trembling tones,  
"Anything else today?"

—Ex.



Our readers who write to any of the firms advertising in these columns are requested to mention  
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E. E. CLARK and WM. P. DANIELS, MANAGERS.  
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E. E. CLARK, EDITOR-IN-CHIEF.

### ONLY THE BEST WILL SERVE.

The action taken by the Order of Train Dispatchers at the close of their first annual convention, held in Chicago September last, looking toward raising the standard of efficiency among the men who follow that responsible calling, will be commended on every hand. It was the practically unanimous sentiment of these gentlemen that every possible effort should be made to secure the best service obtainable in this important branch of railroad work. To that end legislative bodies will be urged to pass such laws as will exact of dispatchers a thorough and stringent examination before a competent board and the possession of certificates from such board before being allowed to enter the employ of any road as a dispatcher. Terrible accidents have been all too frequent of late, and through them the thoughts of the traveling public have been turned with unusual directness toward the subject of the safeguards thrown about them by the corporations entrusted with the preservation of their lives and limbs during every day of the year. Many of this class are commencing to realize, almost as thoroughly as do the practical railroad men, the responsibilities borne by the dispatchers. They know that such officer must not only be thoroughly competent in the usual acceptance of the term, but he must possess that peculiar faculty of mental concentration that will enable him to follow a bewildering multitude of trains over a long stretch of track without a single lapse of thought or a moment's loss of self-possession, not only through one eight hour trick, but day after day for years. Not only the passengers but the trainmen must give their lives blindly into his hands for every hour of their respective runs, knowing that a moment of forgetfulness, the mistake of a name or a figure in the giving of an order, may mean destruction for them. The dispatcher's mistakes are not like those of a book-keeper, too often cor-

rection is forever impossible when they are first discovered.

Realizing all these things there can be no wonder that the exhibition of a desire on the part of the dispatchers as a class to increase in every possible way their efficiency, should be well received, and the movement will doubtless be given every encouragement. So far as the means best calculated for achieving the end desired are concerned, they may be, with safety, left to the men who have made of that work a life study, confident that if they earnestly desire to improve their membership they will find the most effectual methods for so doing.

While these efforts toward the improvement of the men entrusted with this responsible work will be commended and encouraged, practical men will be by no means content to rest with that as a solution of the great problem, the prevention of such accidents. Experience has shown beyond question the folly of hoping for immunity from disaster so long as any portion of the saving force must be left to the free agency of man. Accidents will always come, tracks, bridges and rolling stock will wear out and give way, and the best possible system of signals will get out of repair and refuse to work, but the more nearly the human element can be eliminated the more nearly we will come to perfect safety. Modern inventive thought has been quick to accept this fact, and all its endeavor has been along lines in which the man has been made subordinate to the machine. All the various forms of block signals have grown from this acceptance of human fallibility, and through it, doubtless, in time, will come the ideal system. If the recent disasters teach any lesson, it is that safety appliances and signals have not kept pace with the wonderful strides taken by the science of railroading along other lines. While the air brake and the block signal

have proven wonderful improvements over the old instrumentalities, they have not met all the requirements of the high rates of speed and the multiplicity of trains developed by the traffic modern roads are obliged to handle. New conditions have arisen and new safeguards must be devised to fit them. It is hardly probable that a system can be devised which will be independent of direction, and consequently let the dispatchers continue their good work in the way of perfecting

themselves for the performance of their duties, thereby contributing their full share toward securing the general safety. At the same time the public will demand, and the ingenuity of America will prove fully equal to the demand, some system of signals so nearly automatic as to be practically free from human carelessness, and at the same time so arranged as to make the ordinary accident impossible.

#### PREVENTION THE BEST AID.

Forest fires have grown to be so much a part of the regular fall program in this country as to attract little attention unless accompanied by great loss of life and property. During the past six weeks immense sections of the northwest have been devastated by these annual visitations, though, fortunately, in this instance, the damage to the people exposed has been less than usual. It is no more than right that a ready and practical sympathy should be extended these sufferers, and the most practical aid possible would be to devise some means for preventing a recurrence of the cause for their suffering. Such cause is to be found in the carelessness or love for destruction with which some men seem to be born. The terrible extremities in which entire communities have been placed, and the privations they will be obliged to undergo this winter, to say nothing of the lives sacrificed, will not prevent the starting of a single fire next fall. The same heedlessness will be shown and the same results will follow, as is evidenced by the history of this country

from its first settlement. It is the opinion of many, who have given the subject much thought, that only by a system of patrol, thoroughly carried out, can this evil be averted. They argue that one day of fire often costs more than would a patrol for an entire season, leaving out of consideration the forests destroyed and the lives placed in danger. The estimated loss in standing trees for one Wisconsin district during the recent fires was between \$5,000,000 and \$6,000,000, and the interest on that amount judiciously expended would keep the exposed portions of the entire state under guard for a great many years. Another consideration, not to be forgotten in this connection, is the rapid disappearance of our native forests under the apparently legitimate demands made upon them and the utter folly of allowing such wasteful inroads to be made upon so limited a supply. Every consideration, both of the present and the future, calls for the immediate adoption of some means for preventing any further continuation of this sinful destruction.

#### A DANGEROUS FALLACY POINTED OUT.

The following editorial paragraph from the *Railroad Register*, is worthy of more than a casual reading by all classes.

Such paragraphs as the following are frequently seen in some papers that are championing the cause of the laborers:

"If some poor devil takes a few dollars' worth of property of another man he is sent to prison. But let another man by some scheme swindle another out of thousands, he is called a 'shrewd financier' and is elected to some position of honor."

The inference is that if one man is allowed to steal by swindling, another ought to be allowed to steal outright, but the fact is that justice demands that both be punished, and that is what the poor man wants—exact and equal justice given to rich and poor alike; they do not want the liberty to commit the wrongs that the rich commit with impunity, but they desire that the rich man shall be punished for his wrong doing the same as the poor man.

There is by far too much of this false philosophy here mentioned in our modern reasoning. Two wrongs can never make a right, no matter

what the cause or how specious the argument. Laboring men cannot afford to rest their hopes upon any foundation other than absolute justice, and until they can take that fact home to themselves, success is impossible. All they want is that they may be placed upon the same plane as the capitalist and that they be made absolutely equal before the law. They can have no quarrel with capital as such, only when it endeavors to oppress. When made absolutely sure of obtaining a just and equitable share of the products of their own labor and of being treated as equals before the law, they will have no further grievance and will be content to take their chances in the general struggle for existence. These are their rights and they will be demanded in no uncertain voice until they are as readily accepted by the capitalist as by the laborer, but it will not be done by any indirection and will be won at the end of a fair and square fight such as history gives but little sanction for expecting from the opposition.

## A GROWING MENACE.

Workingmen the country over will follow with deepest interest the measure recently introduced in congress looking to an official investigation of the sugar trust. They are beginning to appreciate, at its true value, the menace offered by these great accumulations of capital to our most cherished governmental institutions. Every year and, we might almost say, every month, adds to the number of these giant monopolies seeking to absorb every line of profitable trade. The particular one in question has had its bonds on one of the most important interests of the country, an interest that affects almost every citizen directly, for years, and has pursued its so-called business in open defiance of law during all that time. The ink is hardly dry on an iniquitous undertaking to control the entire output of iron for this continent, and another is reported to be under way having the lumber market in view. Time and again has the warning been sounded against this form of oppression, but, while it has been heard, the gravity of the situation has not been sufficiently appreciated to force decisive action. Many have taken refuge in the thought that the law as it stands is strong enough to prevent such combinations, but the men and means of which they are composed, are too powerful for the patriotism of the ordinary politician, and they are allowed to go on their way without opposition from that source. It is necessary that the people should be roused and be made to demand in no uncertain tones that this outrage be no longer permitted, and until that is done no relief need be expected. So long as the voters are content to live along and accept pledges in the place of performance, the politicians will be sure to take full advantage of that condition of affairs, and no assaults will be made, especially upon an enemy so well intrenched as are the monopolies of the present day. No set of men can be found in public life, however, who will attempt to withstand the demands of an aroused public sentiment, and it is through such demands that relief must come.

The gravity of the situation can only be duly appreciated by a thorough understanding of the dangers threatened, and we may be pardoned for again reviewing, in this connection, a few of the most striking of them. Something of the burden these combinations may force upon the country has already been felt in their ready control of the prices of the commodities they handle, and while those prices may not have been greatly increased in any particular in-

stance, the fact that they are under the control of a small body of designing men, who know no conscience outside their bank accounts, is of itself a menace not to be brooked by a free people. Great as is this evil, there are still others of which we must not lose sight, and not the least of them is to be found in the total obliteration of the middle classes, upon which all free governments must depend, in a large measure, for their perpetuation. The men who are doing business for themselves on a comparatively small scale, the small jobber, the retailer, the manufacturer who has but little capital and employs but a few men, the mechanic who owns his own shop and is looking forward to better things, the farmer with his comparatively insignificant holdings, in fact every man who aspires to become independent, all are being slowly pushed to the wall by these immense combinations, which are soulless even beyond the fictions of the law. These men stand between the common laborer and the capitalist, and while their aspirations may all be in the direction of the latter, they never get out of touch with the former and they thereby furnish a balance wheel for the regulation of the entire governmental system. They perform another most important function in that they are to the common man the embodiment of all the hope life holds out to him. Every man whose life is worth the living works under the constant spur of a desire to grow into better things. He is constantly looking forward to the time when he can own his own home and have an independent business. Such men are forever barred from place in these organizations for the want of sufficient capital to command entrance, and they can only see in the monopoly of their business the removal of their last incentive to exertion and the downfall of their fondest hopes. There can be but one result to such a cause as this, the ultimate degradation of labor. As the corporations gather to themselves the various smaller but still rival institutions, they will continue to grow in strength, while the great middle classes will be forced into the ranks of the employed and, with them, forced further down toward the lowest possible condition of humanity.

There is still another way in which this same cause is working to bring about the same end. The small manufacturer is not only the employer but the friend of his men. He knows them not only in person but he knows their condition and their needs. Between them the community of interests commonly supposed to exist between labor and capital is not a dead letter, but a living reality.

On the other hand there can be no question of personality between the man who holds stock in a corporation and the man who does the work which makes that corporation a financial success. Even the managers of such organizations cannot know the men who do their work, by name, and the tendency is to make it all a matter of dividends on the one hand, and of sullen acceptance

of the most humiliating conditions on the other. But one way is open out of this muddle, and that is in the hands of the workingmen. Let them see that no man is sent to congress who will not give his true support to such measures as will bring the needed relief, and then let that same aroused public spirit see to it that the laws thus obtained are enforced, and there will be no gainsaying the command.

#### A DISCOURAGED INDUSTRY.

One of the most encouraging features of railroad life during the past thirty days has been the warm reception accorded train robbers wherever they have appeared, and the gloomy outlook ahead of those aspiring young men who had thought to make of this a life calling. There was a time when this infant industry appeared to be sweeping everything before it, but it is now as much in the grip of the hard times as any of those great enterprises upon which the prosperity of this country is builded. A most decided boom was given it by the neat manner in which the job at Kessler, Ind., was carried out and the richness of the booty there secured. Excited to emulation by this showing, a band of enterprising and industrious gentlemen descended upon a train near Calumet, Mich., a few nights later, and managed to get away with some \$70,000 in good hard cash. The fates were against them, however, as the detectives were so hot upon their trail that in a few hours the entire gang was behind the bars. This sad warning did not serve to deter others who were yearning for the same sort of glory, and a similar band soon turned up at Centralia, Ill. A much worse fate was their portion, as they did not get a sight, even, at the promised treasure and their only reward was a load of bird shot which one of their number carried off carefully concealed about his person. It would seem that this last misfortune should have been sufficient to discourage the profession, but it only served to spur them on to new endeavor. St. Joseph, Mo., was the scene selected for their next essay, and here the treachery of one of their members enabled a heartless police force to kill two of their number and cast the rest into prison. With this last experience the business appears to have suffered a collapse, and the traveling public have been free, for the time, at least, from their depredations.

There are many reasons for general congratulations upon this consummation, and not the least of them is the different direction it has given to public criticism of such matters. Heretofore it has been the custom to expect

the trainmen to fight off all such attacks, making no allowance for the fact that no set of men would think of attempting to rob a train without being thoroughly armed and organized, while the men in charge of trains are seldom armed and are always taken at a disadvantage. The Centralia matter is directly in point. Here the engineer and fireman resisted, and, as a result, both were badly wounded and nothing would have been accomplished had it not been for the fact that an outsider came to the rescue with a shot-gun. Nothing could be more foolhardy than such resistance, yet every scribbler in the country thought he had a call to score the trainmen every time they refused to take these chances.

This uncalled for criticism was taken up by some of the better class of journals; and even the *Interior*, usually slow to make such attacks, was led into giving voice to the following insinuation, none the less pointed because covert: "The possibility of these crimes is a disgrace to the age. Inventive genius, if not manly courage, is surely equal to the task of devising means to baffle the attempts of these desperadoes." The sting of this is to be found in the words, "if not manly courage", but they are mild when compared with those of many of the so-called moulders of public opinion.

If it has done nothing else, this late experience has changed this line of thought very materially. The railroads have quit asking their men to do impossibilities, and are now not only offering them large rewards for successfully resisting these robbers but, what is more to the purpose, are supplying them with Winchester shot-guns loaded with buck-shot, thereby placing them more nearly on an equality with their assailants. No set of men can be found the world over who have made a better record for cool and determined bravery, under the most trying circumstances, than have the trainmen of this country. They have been always ready and never found wanting, sometimes going to the verge of foolhardiness in the performance of what they thought to be their duty. Under the new condi-

tions they may be expected to continue this good report, and under their ministrations the vocation of the trainrobber may be expected to grow so hazardous as to greatly discourage its continuance. In the meantime we would suggest to the

gentlemen who have been so caustic in their criticisms of the railroad men that they try a little practical experience of the dangers attached to the calling before they condemn those who have not been able to come fully up to their fireside ideals.

#### LEAVE SOMETHING FOR YOUNG AMERICA.

With the opening of the Cherokee Strip, what was practically the last of the public domain left for homestead, has been absorbed. In this is to be found one of the most striking examples possible of the wonderful growth that has come to our country. Less than fifty years ago, what is now the great empire of the west, bounded on the east and west by the Mississippi and the Pacific ocean, was practically a desert, and the most sanguine thought its settlement must be a matter of centuries. In so brief a space of time we have already come to its present limit of settlement and the myriads of homes thus made surround thousands of flourishing cities and hamlets, connected by countless lines of railroads. During the most of this time land in abundance has been open to the man who was in search of a home, and it was virtually his for the asking. In this way, thousands of young men who had practically nothing but their own sterling manhood for capital, were enabled to secure a start in life and place themselves and families forever beyond the reach of want. Their enterprising labors have added an empire to this nation, but they have, at the same time, changed for all time the conditions that must surround the equally deserving young men who are to come after them. Herein is to be found the lesson of the present situation, and it is one to be heeded. Much of the lands now remaining can only be made available by the expenditure of large sums of money in the construction of irrigating ditches and canals, and reservoirs for their supply, and this will necessarily take them out of the classification of free lands. Very recent history demonstrates the danger that these reservoirs and canals may be turned over to the great capitalists of the country for building, the contiguous land being given them as a reward for their enterprise, thus increasing the list of "bonanza" farms, already too large in this country. In addition to curtailing the amount of available freeholds, and the true safety balance of this nation must ever be found in the number and independence of its freeholders, such a course would tend to build up a system of tenantry similar in nearly all respects

to that which degrades the peoples of the older civilizations. The government should take upon itself the burden of improving all these lands and then hold them open to settlement on such easy terms that the poor and industrious would still have opportunity for securing a portion.

The mere holding of the land as here indicated would not meet all the exigencies of the situation, they should be held for native born citizens, in so far as possible. We have already given lavishly of the bounty of nature to us in providing homes for the oppressed of other lands, how lavishly the millions on the immigration lists will show. The time has now come when we should begin to give some thought to the young American, and to saving for him the few opportunities yet remaining out of the many so freely offered his father. While the movement must now be late, it is not too late to accomplish much good, and the first step should be to cut off some portion, at least, of the never ending flood of immigration from the countries across the water. No one will dispute the capacity of this country to support many times its present population. It can and will do it whenever the necessity arises, and our natural growth may be expected to furnish all the needed increase to bring us to the limit as soon as we can possibly be made ready for the new conditions. It is generally admitted that the nearer we approach the limit of support under our present system of increasing our population, the more nearly we force the laborer to the surroundings of his fellow abroad. As we stand to-day, the range of opportunity here is much greater than there, but the time has surely come for preserving the margin still left in favor of our own people. Shut off not only the competition for land, but the competition for labor, which is yearly forced upon the American workman. Preserve the home market for home labor in every field of industry, give our institutions and our people an opportunity to grow together, and but a few years will be needed to develop the wonderfully conserving powers of a true Americanism in people and institutions.

In his last number, the editor of the *Railway Employe* presents the somewhat novel idea that the financial trouble under which this country is now laboring is nothing short of a blessing for the laboring man, the following being a sample of his cheerful philosophy:

We would rather write of weddings than of funerals, of victories than of defeats, of business booms rather than of financial panics, but all of them at times demand attention. That the country in general is suffering from an exceedingly severe period of business depression is painfully evident. The cause, the remedy and final outcome of all the trouble is one we are not paid to fathom. Neither to undue silver coinage or to fear of tariff tinkering should be given the credit of the present trouble. It is rather a necessary purgative sickness brought about by over-indulgence in the good things of life in excess of the ability of the system to care for properly. A long period of expansion must have a corresponding period of depression. Good times must be followed by bad times. Extreme riches must be offset by extreme poverty. All must even up eventually in the economic scale. The present money scare is the result of money plenty. The present business depression is the result of years of general excitable business advancement in excess of real business needs. Such a shut down was necessary to average up the general business total.

Panics take permanently from the rich part of their accumulations. To the poor or modestly well-to-do, however, panics mean only temporary inconvenience, a slight reduction only in the amounts laid by for rainy days. Poor times are, therefore, a real blessing to the laborer, as they prevent capital from becoming too powerful and despotic.

The remedy for the present business uneasiness is time and patience—time enough for capital to become more confident; patience from the unemployed while they sit as sacrifices for the public good.

The outcome of all this is another period of universal prosperity, lasting just so long as will once again call for another temporary but necessary halt, that values may reach their natural level.

This is certainly an original view to take of the situation and the philosopher in question is entitled to all the credit for his discovery. In spite of the easy assurance with which he settles all these perplexing problems on paper, it will still be a difficult task to convince the thousands of laboring men who are out of employment and the additional thousands who cannot face the approaching winter without serious misgivings that the sufferings and privations forced upon them and their helpless families are unmixed blessings. The rich are protecting themselves by closing their works or cutting down the pay of their men to the lowest point possible, but who is offering any measure of protection or even hope for the workingman? The rich producer can afford to

suffer the loss of time, confident that the relief thereby given an overcharged market will make him good, but the man who has nothing besides his labor to sell can only hope for work at reduced rates and that at the end of extended idleness. It may be true, as the writer suggests, that some of the over-rich have lost a portion of their surplus, but in every instance their losings have gone to the men of larger means, who were better able to withstand financial storms, thereby increasing the accumulation of wealth in the hands of a few, and aggravating the very danger our philosopher would have us believe panics are bound to cure. The gravity of the question precludes the possibility of this article being intended for a joke, but to the thoughtful reader it will present many of the most pertinent features of that form of reasoning.

During the past thirty days a number of attempts to wreck trains have been made in various parts of the country, though fortunately with very little success. There is no crime in all the calendar so coldly brutal and inhuman as this, and no punishment can be fully adequate for its commission. The numerous train robberies have served to turn aside the attention of the public for a time, and these other attempts have not been given that measure of thought that is their due. No matter whether the attempt to wreck a train is successful or not, it should be followed up in every instance and every man connected with it should be made to suffer to the full extent of the law. Certainty of punishment is far more efficacious in preventing the commission of crime than severity, and if these brutes in human shape can be made to realize that they may not escape any measure of their just dues they will not be so free in their undertakings. Train robbery is bad enough, but it is manly and heroic when compared with the cold-blooded and cowardly spirit which must actuate the villains who would doom an entire train load of passengers, in order that they might plunder in safety.

The south has been doubly unfortunate this fall in the way of storms. It would seem that the terrible hurricane which devastated the Atlantic coast should have been enough for any one season, but it has been followed by one almost as destructive. With the opening of the present month a tornado swept the border of the Gulf, destroying hundreds of lives and millions of dollars worth of property. In one small fishing hamlet, near New Orleans, only about 10 per cent. of the inhabitants were enabled to escape alive. In many others the fatality was almost as great and the privations and sufferings entailed were terrible. There should be no hesitation on the part of those sections of the country that have escaped such visitations this year in forwarding the supplies necessary to alleviate the condition of these unfortunates.

## COMMENT.

The ways and means committee of our house of representatives (I had almost said misrepresentatives) are once more engaged in enacting that well worn farce of constructing a tariff measure which shall be acceptable to a majority of the "business interests" of the country. Notwithstanding that the democratic party have declared protection to be unconstitutional, and by the logic of that declaration they are bound to sweep away every vestige of protection and enact a tariff measure which shall be for revenue only, the seances of the ways and means committee with the representatives of the "infant industries" of the country to determine how much protection they shall receive to compensate them for the difference between American and foreign wages, continue to be held at the same old stand and the same old actors as aforesaid; as usual the representatives of the workmen are noticeably absent from those scenes, notwithstanding that when it comes to discussing questions of wages it would seem as if they are the ones who are the most vitally interested. In spite of their zealous declarations of love for the American workmen, and their withering denunciation of the iniquity of the republican policy, it is pretty safe to bet that the democratic party will follow in the footsteps of their republican predecessors and consider the manufacturing interests of the country as paramount to all others. It pays to accuse political opponents of unconstitutional acts along about election time, and it pays to forget all about the accusation after the election is won.

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One of the lusty infants that is squalling for protection against the bugaboo of foreign "pauper labor" is the button industry. One of the captains of that industry went before the committee with the old republican plea for just enough protection to compensate for the difference between American and foreign wages, and strangely enough he found it necessary to preface his plea with the declaration, "I am a democrat." He would better and more truthfully have said, "I am a business man!" But what is this difference between American and foreign wages that represents protection to this "infant" button industry? One of the representatives of that industry stated to the committee that the 200 factories of this country paid out \$2,500,000 in wages yearly; that sounds big and it was meant to impress the committee with the supreme importance of patriotically preserving that vast sum for the benefit of the American wage earner. But the same witness who gave the committee

those figures knocked the American wages theory sky high when he incidentally mentioned the fact that there were 10,000 employes engaged in the industry. Ye Gods! if one is in search of an illustration of "pauper wages" he need go no farther than this; \$2,500,000 divided among 10,000 employes gives the magnificent average of \$250 a piece, or about 70 cents per day. Instead of placing such deformed "infants" as this under the fostering care of government, it were far better that we adopt the Spartan method and strangle them at birth.

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Speaking about wages, it will be necessary for political economists to set their wits to work and construct an entirely new wages theory which will harmonize with the facts brought out by the circumstances of the present business panic. The great newspapers of the country have been very industrious in their efforts to impress upon the public mind the fact that the present trouble is due wholly to a "loss of confidence," and they have deplored the fact that by reason of this "loss of confidence," the wage earners of the country have withdrawn their small savings from the banks and hidden them in "old stockings" and other peculiar places of safety. On these they have enjoined the patriotic duty of bringing forth their small savings and again restoring them to the coffers of the banks, thus restoring confidence and permitting the industrial affairs of the country to move along with their accustomed smoothness. Because the Cigarmakers' union, of Chicago, re-deposited \$30,000, which it had taken the precaution to withdraw when the panic was young, it was hailed as a body of patriots, the newspapers from Maine to California united in praising its action and holding it up to the gaze of other unions throughout the country as an example worthy to be imitated.

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Upon what theory do those newspapers proceed in condemning the owners of those small savings for withdrawing from the banks, or commending their action in restoring them? There is no question but those people can show a clear title to their savings; then have they not a right to do as they please with their own? If they choose to keep their money in an "old stocking" rather than in a bank, whose business is it? If a man had a thousand dollars' worth of wheat there would be no question but he had as good a right to keep it in his own barn as in some capitalist's elevator; when he had a thousand dollars' worth of currency, why has he not as

good a right to keep it in his own stocking, if he so prefers, as to keep it in some capitalist's bank? There is an old legal maxim which says "that every man shall use his own so as not to injure the rights and property of another," underlying all those newspaper arguments, but it is noticeable that they do not bring it into prominence.

According to this maxim, if it could be shown that the rights and property of another was injured by the fact of a man keeping his wheat in his own barn rather than in some capitalist's elevator, then it would become his duty to transfer his wheat to the elevator. Likewise, when the rights and property of others are endangered by the fact of a man keeping his money in an "old stocking," rather than in a bank, then it becomes his duty to transfer his money to the bank. This is the real conception upon which these newspaper appeals to patriotism are based; but they don't mention it. Bless your heart, no! If they did they would condemn nine-tenths of the capitalists in the country and that would never do; so they content themselves with ridiculing the workingman's exaggerated ideas of safety and pointing out to him the foolishness of keeping his money tied up in inaction when it would be just as safe in the banks and would be earning him 4 per cent. interest as well. But, if this action of the workingmen of the country has led to the result pointed out by the newspapers, there are some deeply rooted economic notions which will have to be revised.

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It is a commonly accepted theory that it is one of the functions of government to provide a sufficiency of currency to transact the business of the country, but here is that theory knocked in the head. It is upon the workingmen that the burden of providing such sufficiency of currency falls; otherwise, why should they be enjoined to put their money into circulation? and what about wages? The capitalist is generally regarded as a beneficent creature who puts up *his* capital in order to provide work and wages for his employes. One of the prominent manufacturers of the country was recently quoted as saying that although his factory was standing idle, the only drawback to its running was his lack of money to pay wages, as he had plenty of material to work on and he was reasonably sure of being able to dispose of his goods. He explained that he had excellent security to offer the banks, but it was impossible for them to advance him any money on it, as they did not have it to advance, and as soon as the money market eased up so that he could procure money to pay wages, he proposed to start up again. Here is a suggestion

for an entirely new wages-fund theory. All that prevents the banks from advancing money on the security offered by the capitalists is the lack of those small savings hidden in the stockings of the wage earners, and all that prevents the capitalist from paying wages is the inability of the banks to advance him money for that purpose. This looks like a wages-fund that is furnished, not by the beneficent capitalist, but by the wage earners themselves. Beautiful system, isn't it? Sort of a double back-action duplex arrangement, not wholly favorable to the wage earners. If they don't assume the onus of keeping the volume of currency up to the proper point to do business with, and providing their employers with a fund from which to pay them their wages, then there is nothing for them to do but stand around and look on while everything goes to wreck and ruin. These newspaper fellers would tear lots of holes in the current economic theories if they keep on in their reckless course.

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The evils of Chinese immigration have been presented to the country from the standpoint of protecting the interests of the American workingman for years; they have been the subject of scientific investigation and of numerous legislative enactments, and the so-called Geary law represents the culmination of the best thought of those who have agitated for the rights of the American workingman and who are in a most favorable position to understand the needs of the situation, yet the workingmen are compelled to contemplate the humiliating spectacle of the president of the United States, of his own motion and with no adequate authority to justify his action, suspending the action of this law which was passed for their protection, and now comes the news from Washington that a bill has been introduced which is calculated to supercede the Geary law and that the registration of Chinese will be postponed twelve months.

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To listen to the politicians along about election time one would be led to think that the representatives of the people were falling over each other in their eagerness to enact measures conservative of the interests of workingmen, but their action in this matter of the Geary law is but one of many instances which go to prove that the theory that workingmen have any influence in directing the affairs and policy of this government, is a mere fiction. It is not necessary to go into any discussion of the merits of the Geary law; it may be wholly wrong in principle and unjust in execution, it may represent a step backwards towards

the legislation of the dark ages, it may be any one of the many other terrible things its opponents charge against it; all these charges may be admitted as facts without altering by a hair's breadth that other fact that the law is essentially a workingman's measure, and as such, if the wishes of workingmen are to be at all regarded, an honest effort to practically demonstrate its utility or inutility should have been made before condemnation.

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But here is the case: the workingmen are practically unanimous in their support of the law, while both church and state are against it; the church because the enforcement of the law would ruin the missionary business in China, and the state because certain "business interests" might suffer thereby. The Standard Oil Company does a business of about \$4,000,000 a year with China, and China threatens to interrupt relations with us if we exclude her people; the interests of the Stanuad Oil Company, therefore, call for the ignoring of the demands of workingmen and that the Geary law be either repealed or violated. When we consider the respective influences wielded by the two parties in interest it is not hard to find an answer to the question of why are the wishes of workingmen to be so completely ignored in this matter? The Standard Oil Company has a pull at the political machine and the workingmen have not.

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Beginning with President Cleveland, running on down through his whole political family, of whom Standard Oiler Whitney is a prominent member, through the senate and house of representatives, the interests of the Standard Oil Company are recognized and protected, while the interests of workingmen are either completely ignored or treated as merely subservient to others. These are facts which no amount of political buncombe or campaign pyrotechnics are sufficient to cover up; how much longer shall workingmen permit this state of affairs to continue? When a workingman defies or ignores the legally enacted laws of his country he is denominated an anarchist; when the president of the United States uses the great power vested in him by the people for the purpose of condemning and ignoring their legally enacted laws, what shall we call him? Why, there can be only one answer to that question—he's a patriot. It makes all the difference in the world from what standpoint these little things are looked at.

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Hornblower, Hornblower—do workingmen rec-

ognize a familiar sound about that name? Is it a name which is closely identified with the best interests of the whole country and one which is nationally honored and respected? Not at all. Well, that is the name of our new supreme court justice whom the president has appointed to succeed the late Justice Blatchford, and it is extremely doubtful that, outside of his own immediate circle of friends and associates, there are one thousand persons in the United States who ever heard tell of the gentleman before. It will be admitted that the circumstance of the gentleman's comparative obscurity is nothing against his competency to properly fill the position to which he has been appointed, for it must be admitted that he would not have received the appointment to so important a position did he not possess well recognized qualifications to recommend him to the consideration of the powers that be. What are those qualifications?

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Well, the press dispatches state that he is a graduate of Princeton college, that he is 42 years of age and that he was admitted to the bar in 1875, that he is the son of the Rev. Dr. Wm. Hornblower of the theological seminary of Alleghany, Pa., that his grandfather was a famous lawyer in New Jersey forty years ago, that he is an ardent democrat of the Cleveland school, a good public speaker, cultured and witty, a member of eight different clubs, very popular in his immediate circle of intimates, a warm personal friend of the president, and that he has declined nominations to judgeships several times. Nothing in all that to recommend a man to the appointment of one of the most important positions within the gift of the highest representative of the people, but the recommendation is contained in what follows: in the branches of bankruptcy and corporation law he is recognized as one of the foremost lawyers in New York, he is counsel for the New York Life Insurance Co. and other big corporations, which pay him about \$50,000 a year for looking after their interests, and his enemies have dubbed him the "trust lawyer." If these are not proper qualifications for a seat upon our supreme court bench in this epoch of trusts and combines, why then the trusts are mighty hard to satisfy; that's certain.

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Isn't it a trifle singular that a comparatively obscure person who has nothing to recommend him but his knowledge of corporation law should be selected to fill such an important position? especially when there are so many eminent men who have national reputations in other branches of the law to choose from. It used to be that a

man's knowledge of constitutional law formed his principal recommendation for elevation to the supreme bench of the nation, but now it seems that the constitutional lawyers must take a back seat for the corporation lawyers. There is a good deal of inconsistency in enacting inter-state commerce laws; anti-trust laws, etc., to protect the people from the exactions of the trusts and corporations of the country, and then elevating corporation lawyers to the positions of judges in our courts of last resort for the purpose of interpreting those laws. No matter how correct a man's idea of justice in the abstract may be, his environment and affiliations have much to do with coloring his judgment, and when the corporation lawyer is called upon to make those nice and subtle distinctions in interpreting the language of statutes which are such a feature of our supreme bench, it is pretty safe to bet that the interests of the corporation won't suffer.

Workingmen must learn to know what are their political and economic rights before they shall be able to properly exercise those rights, and they must learn to know that their political rights cannot be enjoyed as long as they neglect to perform their political duties. There is only one legitimate weapon in this country which workingmen may use to right their wrongs. That weapon is the ballot, and it is all powerful and all sufficient for their needs if they will but set their minds to the task of understanding how to use it properly. Workingmen must unite their forces; there are no democrats or republicans or prohibitionists or populists in the ranks of the capitalists when it comes to a question that touches their mutual interests, neither should there be any of these in the ranks of the workingmen; the interests of workingmen are mutual, and when they once recognize that fact and use their political power so as to protect and defend those interests, they will create a great rattling of dry bones in the plutocratic camp. B.

#### Returned to Life.

On August 28, W. R. Chadsey, of New York, filed with the Secretary of State, at Madison, Wis., articles of incorporation for the Chicago, Superior & Pacific R'y Co., for which he had a charter. The Chicago *Herald* gives the following interesting bit of history and conjecture, called out by this revival of an old time project:

This is the old original Wisconsin Central Railroad, chartered in 1853, upon which nearly \$3,000,000 has been expended from the Illinois state line northwesterly in an air line to Superior City. It has been the long cherished hope of the people of Walworth, Jefferson and Columbia counties, to secure the completion of this road, the towns of Lake Geneva, Elkhorn, Whitewater, Jefferson, Little Mills, Waterloo and Portage having expended much money to secure it. The Chicago and Northern Pacific Air Line in 1872, under Jay Cooke, failed; a land grant was secured in behalf of the road on account of the Chicago, Portage and Superior Railway Company, which, through the alleged treachery of the directors, was sold to the Omaha Company in 1882, leaving the roadbed and the property of the old Central Company in the same condition it stood when Mr. Chadsey's father foreclosed the road in September, 1863. There are twelve incorporators of the company, most of them living in the east. It is understood that the incorporators are by no means the promoters of the road, and that its construction will be undertaken entirely by a foreign syndicate, and that the intention is to connect Duluth and Superior and St. Paul with the Wabash Air Line to Detroit at Chicago. The move is supposed to be in the interest of the Canadian lines, probably the Canadian Pacific, which may soon have its line from Vancouver to New York City, via Duluth and St. Paul, Chicago, Detroit and Buffalo.

As was predicted, the New York Central and Lake Shore flyer has broken another record, the run this time being for more than a hundred miles. On the morning of August 30th this train was delivered to the Lake Shore, at Buffalo, ninety minutes late, and when it reached Chicago but twenty-four of those minutes remained to be made good. The western division of this road is 101 miles long, and the regular time of the flyer is 138 minutes. Here the run was made in 115 minutes, including four full stops and the usual slow time between South Chicago and Chicago, or an actual running time of about ninety-five minutes. Without this subtraction, however, the run is the best on record for the distance.

The Roxbury *Gazette*, of September 16, contains an interesting biographical sketch of Hon. Edward A. Moseley, whose interesting article on "Compulsory Arbitration" is ably reviewed by Mr. Borland in this issue of THE CONDUCTOR. In opening the sketch in question the following epitome of Mr. Moseley's life is given: "The routine sketches of the life of Edward A. Moseley, secretary of the inter-state commerce commission, will tell you probably that he was born in Newburyport in 1846, that he went to sea at 16, that he later entered the East India trade, that he was a lumber dealer of South Boston, the head of the firm of Moseley, Wheelwright & Co., and later of the firm of Stetson, Moseley & Co., that he was a councilman and an alderman of his native city, and a member of the legislature of his native state; that he is a Mystic Shriner, a Knight Templar, and an honorary member of the Bartlett Post of Newburyport, and has been master workman in the Knights of Labor."



MARION, Ia., September 20, 1893.

*Editor Railway Conductor:*

If the Ladies Department is not already full to overflowing, I would like to talk with the sisters and readers about some of the excellent letters and articles that have appeared in the last few months. How many of those who take THE CONDUCTOR keep all the numbers? If anyone who reads this has the April number, please turn to page 150 and read the article "Might is Right." Even a frank acknowledgement that mankind is very nearly the same if circumstanced alike, does not excuse our striving to right a wrong, though we would, perhaps, have fallen into the same error if thus tempted. If the laboring men would bestir themselves it would not be long ere the "Vision of the Old and New" in the Ladies' Department (first page), July number, would be realized. How many of the Auxiliary have noticed the "resolutions" of "Cleveland Division No. 14" in the June number, page 238? Three cheers for Cleveland Division, I say, and I know my voice is echoed by every Auxiliary to the O. R. C. existing. S. P.'s experience (from Denison, Texas, same number,) was indeed tragic. But, Brother S. P., you were not the only widower through the summer or during the convention in Toledo. I think many others could have written experiences quite similar. Perhaps it will please you to know that you had company in your misery. Last, but not least, doesn't H. P. Peebles tell pretty nearly the truth in his article on "The Cause of the Hard Times and its Remedy"? It seems to me that an industrial system "governed by the people," is the only just way to have it governed.

Yours in T. F.,

MRS. N. D. HAHN.

BUFFALO, N. Y., September 7, 1893.

*Editor Railway Conductor:*

Columbian Division No. 40 is rather late in its reports, owing to the procrastination of the correspondent. We were organized on April 26th,

with nine members. "All officers and no soldiers," as a sister said, with Sister Keating, President; Sister Briggs, Vice President; Sister Zimmerman, Secretary and Treasurer; Sister Crolver, Senior Sister; Sister Tousey, Junior Sister; Sister Beck, Guard; Sister Calcher, Chairman Executive Committee.

Since that time our membership has been steadily growing until now we are quite "up to date." Our brothers of Division 2, O. R. C., have stood by us all along, tendering assistance with right good will, which we fully appreciate. We meet in their hall, and with woman's curiosity have of course found the "goat." But it isn't of much use to us, as conductors' wives don't wear divided skirts.

Our Order gave a picnic down the beautiful Niagara river which was a great success, financially and socially. Our Grand President being present of course gave additional pleasure to the sisterhood and friends. Wishing success to our Order generally, I remain

Yours in T. F.,

MRS. O. S. TOUSEY.

Cor. Sec. Columbian Div. No. 40.

FRANKFORT, Ind., September 21, 1893.

*Editor Railway Conductor:*

Once again I bring Easter Lily Division to public notice that our sister divisions may know we have not dropped out of existence, but are still prospering, not increasing in great numbers but in knowledge, good will and charity toward each other. I heartily second Sister Hodges' views regarding our Auxiliary, in that it answers our purposes (as a railroad sisterhood) as no other lodge can, since all our interests, outside our homes, center on the railroad. There should be a closer and still more sisterly feeling among us, then our hearts will be ready to respond to calls of duty in need. There is the thought among some of our conductors' wives that in belonging to the Auxiliary they must necessarily neglect household duties. This need not be. How many precious hours have we spent working or doing something we considered necessary, but which

proved to be the opposite. For myself, after an afternoon spent in the lodge room, I return home better prepared both in mind and body to grapple with the multitudinous tasks that present themselves. The enforced rest that many of us would not take is beneficial in many ways. Why not follow Sister Hodges' and E. Simmon's suggestion and continue our influence towards closing the O. R. C. lodge room on the Sabbath? The conductors may object now, but they will live to call us blessed if we could succeed in giving them one day of complete rest.

In the early spring the ladies of Easter Lily Division gave a dime social at the home of our efficient president, which was a success, socially and financially, and on the 29th of June another in the O. R. C. parlors, where we voted a handsome chair to the most popular conductor. We netted about one hundred dollars besides the enjoyment derived. Conductor Merrill won the chair and now declares all the ladies jealous because their husbands are not so popular, but we pardon him for such an accusation and most cordially thank him for securing all those eight hundred votes to himself.

Yours in T. F.,  
MRS. WM. BUSINGER.

DENISON, Texas, September 9, 1893.

*Editor Railway Conductor:*

Turner Division No. 28 is still in the lead. Our last meeting was a most profitable one for all present, and the best features were the initiations of three new members, Mesdames J. H. Ford, Johnson and Whittedge. I feel sure they will make good, influential workers. We have several more members in sight and I know we (including the goat) can take care of all we can get. I am sorry to say our President, Mrs. Williams, lies very sick at Parsons, Kas., where she is visiting with friends. We hope she will be able to meet with us again before long.

I won't say very much this time. If there is anything I leave out Brother Proud can add it in his letter. I would like to see something in the *Journal* from De Soto Division. Sister Turner, I know, is as wide awake as ever.

Your sister in T. F.,  
MRS. C. BLEDSOE,  
Sec. Turner Division No. 28.

ELLENBURGH, Wash., September 7, 1893.

*Editor Railway Conductor:*

Hoping the few lines I write will find a place in your columns, I will make my first attempt as correspondent of Cascade Division No. 36, L. A. to O. R. C.

We have a membership of eleven, with the ex-

pectation of more at our next meeting. We are looking forward with pleasure to the return of our President (Mrs. Sarah Dunlap) who has been absent for some time on a visit in the east.

At last our patience in waiting for the O. R. C. to organize has been rewarded by that event taking place on July 23rd, when Brother Johnston, accompanied by Brothers Dow and Chitester, of Division 249, paid our city a visit and organized Stampede Division No. 348, Brother Johnston acting as organizing officer.

The following brothers were elected to fill the various offices: Brother M. L. Clark, C. C.; Brother P. S. Clement, S. and T.; Brother C. M. Campbell, A. C. C.; Brother M. A. Dunlap, S. C.; Brother W. R. Breed, J. C.; Brother W. H. Ramsey, I. S.; Brother J. C. Haynes, O. S.

Under the management of such officials we expect to see a prosperous Division. They now have a membership of seventeen, with ten more in sight.

We expect they will be of great assistance to us, especially in the way of increasing our membership. A very interesting feature of our last meeting took place at its close, and consisted of a lively exchange of views in regard to home affairs and other matters in general, also a repast of cake and ice cream, after which we adjourned to our respective homes, feeling well pleased with our Order and its results.

Yours in T. F.,  
MRS. M. L. C.

TOPEKA, Kansas, September 21, 1893.

*Editor Railway Conductor:*

After having spent many happy hours reading in the Ladies' Department of THE RAILWAY CONDUCTOR, I beg admittance for the first time to its columns. Perhaps there may be some of the sisters of other divisions who will be glad to hear from Western Division No. 33. Having been organized but a short time, we cannot express ourselves as we should, save in the interest we have all manifested in this order. We are duly grateful for the encouragement and assistance we have received from "our boys," Division No. 179, of whom we are proud, and from the sisters who so kindly assisted in helping to organize us. We have a membership of 23, all kind-hearted and energetic, wakeful to the interest of our noble order. We have work before us to do, and we are not the sisters to be weary of well doing. We mean to make our auxiliary a division of which we hope our Grand President will be proud. We have given two socials, each of which has been a success, both socially and financially. The attendance at our meetings is good, and we hope to have our mem-

bership increased. No one can have the least idea as to the good there is in the Auxiliary until she joins one and lives up to the rules governing the order. It gives us all a better knowledge of what it is to be sisterly. We are bound by the ties of truth, friendship and sisterly love, and I find we have a different feeling towards our friends and sisters. We wish to thank the Sisters of St. Joseph for their invitation to the picnic and for the manner in which the members of Division No. 33 were entertained. The sisters of said Division hope to be able in the future to return the compliment. I remain with best wishes to THE CONDUCTOR,

Yours in T. F.,  
MRS. BELLE STOCKTON.

### The Cosmos of Religion.

*Editor Railway Conductor.*

The World's Fair has been so filled with wonders during the past summer that everyone must have missed something, and it would be surprising indeed if a few had not passed the great parliament of religions by without that attention which is its due. To all thoughtful minds there must be something grand in the mere thought of a gathering made up of the representatives of all the religions of the world, meeting as earnest, thoughtful men, to discuss their various beliefs with a view to the betterment of all. Such a congress was that which closed its meetings in Chicago but a few days since, and such was the spirit bringing these men together. All who have the advancement of humanity, as a whole, at heart, will hope for the entire fulfillment of these high desires.

Some idea of the true scope of the meeting and of the liberality of the religious thought there advanced, may be gathered from the following address of welcome by Dr. J. H. Barrows, as reported by *The Chicago Herald* at the time:

MR. PRESIDENT AND FRIENDS:—If my heart did not overflow with cordial welcome at this hour, which promises to be a great moment in history, it would be because I had lost the spirit of manhood and had been forsaken by the spirit of God. The whitest snow on the sacred mount of Japan, the clearest water springing from the sacred fountains of India, are not more pure and bright than the joy of my heart and of many hearts here that this day has dawned in the annals of time, and that, from the farthest isles of Asia; from India, mother of religions; from Europe, the great teacher of civilization; from the shores on which breaks the "long wash of Australasian Seas;" that from neighboring lands and from all parts of this republic which we love to contemplate as the land of earth's brightest future, you have come here at our invitation in the expectation that the world's first parliament of religions must prove an event of race-wide and perpetual significance.

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We are met in a great conference, men and women of different minds, where the speaker will not be ambitious for short-lived, verbal victories over others, where gentleness, courtesy, wisdom and moderation will prevail far more than heated argumentation. I am confident that you appreciate the peculiar limitations which constitute the peculiar glory of this assembly. We are not here

as Baptists and Buddhists, Catholics and Confucians, Parsees and Presbyterians, Methodists and Moslems; we are here as members of a parliament of religions, over which flies no sectarian flag, which is to be stamped by no sectarian war cries, but where for the first time in a large council is lifted up the banner of love, fellowship, brotherhood. We all feel that there is a spirit which should always pervade these meetings, and if anyone should offend against this spirit, let him not be rebuked publicly or personally; your silence will be a graver and severer rebuke.

We are not here to criticise one another, but each to speak out positively and frankly his own convictions regarding his own faith. The great world outside will review our work; the next century will review it. It is our high and noble business to make that work the best possible.

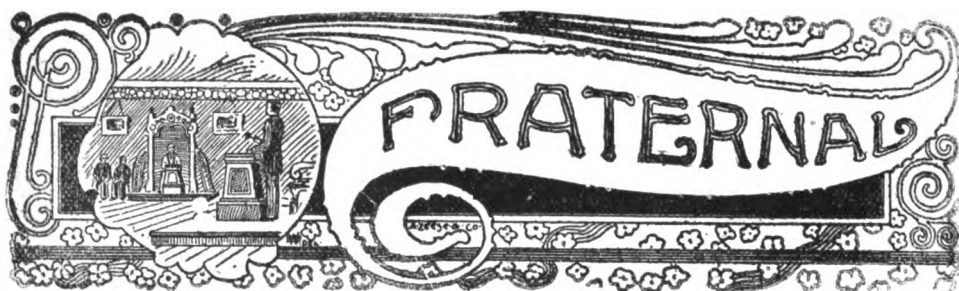
Eloquent speeches of response were made by all the national representatives present, and they all exhibited the same breadth of religious thought and the same tolerance for the beliefs of others that may be found in the address given. In the minds of many, this century can hope for no greater honor than to go down in history as the opening of a new era in religious thought, in which tolerance will take the place of intolerance and criticism be lost in an earnest desire to recognize the good to be found in all systems and to work together for the general advancement.

Why could not the same spirit be brought into the realm of politics? Why must men continue to spar at and scandalize each other in the name of party? An unbiased reader would find it impossible to tell from a perusal of the great dailies of the country, or the smaller ones for that matter, in which party right was to be found. It would seem that the right would need no stronger advocate than the truth, and that either side might easily be satisfied with a plain statement of its case without attempting forever to show wherein the other is wrong. Still that might be borne as a minor evil, were it not for the attendant custom of maligning and blackening each other's characters in every possible way. When will people learn the wisdom of reasoning together and not throwing stones? When will men learn that we are all members of one great family, and that the injury of one is the concern of all? Something must be done. Men have quarreled on without cause or reason long enough. The question is one requiring thoughtful attention, but if met in the right spirit the time will not be far distant when men will support their political views with reason, and not with slander.

Individuals make up the sum of humanity. True units make a true whole and a little leaven leaveneth the whole lump.

"Thou must be true thyself,  
If thou the truth wouldst teach;  
Thy soul must overflow, if thou  
Another soul wouldst reach.

It needs the overflowing heart  
To give the lips full speech.  
Think truly, and thy thought  
Shall the world's famine feed;  
Speak truly, and thy word  
Shall be a fruitful seed;  
Live truly, and thy life shall be  
A great and noble creed." N. D. H.



WILKES BARRE, Pa., September 17, 1893.

*Editor Railway Conductor:*

Once more I ask a little place in your valuable monthly to say something about Division No. 160. It is with regret that with this writing I announce the death of our esteemed brother, Charles W. Fairchilds, who was run over on Aug. 28, on the D. L. & W. R. R. at Avondale. While shifting a train he lost his balance and fell under the cars, and had one leg nearly severed from his body, while the other was badly lacerated. He was taken to his home at Kingston, Pa., and three physicians called. They amputated his leg, but he was too weak to rally, and died in the operation. He leaves a wife and three children to mourn his loss. In him Division No. 160 loses a good and faithful worker, and the members a cherished friend. He was buried at Nanticoke, Pa., Aug. 31, under full charge of Division No. 160, O. R. C., by request of his wife, who is a member of Division No. 20, L. A. to O. R. C. (which Division also attended in a body.) It grieves me very much to say that Brother Fairchilds failed to join our Benefit Department, therefore had nothing to get but the helping hand of his Division. Brother Fairchild was an old railroad man, as the following will show. He commenced railroading in 1873, a brakeman on the D. L. & W. R. R., and after a short time was promoted to be conductor. He filled this position until 1884, when he was suspended through the neglect of one of his brakemen. He felt that he had been unjustly dealt with, and accepted a position as conductor on the P. R. R., at Nanticoke, Pa. This position he filled so satisfactorily that he was promoted to assistant yardmaster at Nanticoke, which he held until March 1, 1893, when he felt that he ought to have more wages for the work he was doing. Being refused this request, he resigned and went back to Kingston, Pa., where he accepted a position as brakeman on the D. L. & W. R. R. again. He broke for Brother Weir since he came back to the D. L. & W. I wish to urge all brothers who are not members of the Insurance Department, to take warning

from this case. Brother Fairchilds was a good, sober and industrious man, and I was surprised that he did not carry insurance. I most urgently advise all brothers to take out a policy at once, if they have not already done so. If they will only think of being stricken down when they least expect it, and having strangers taking care of their little orphans when ample provision could have been made for two or three dollars a month, I am sure they will change their minds. I tell you, the death of our brother has set some of our members to thinking, for at our next meeting we had four or five applications for membership in the Insurance Department.

Division No. 160 is getting along as well as any other division. We have a candidate or two every month, and have very few suspensions. We are going to have a ball in the near future; it will be announced later, and we invite all brothers who will be near enough to attend, to call, and we will assure them a good time. I would like to say for the benefit of any brother from our city or vicinity, that I was very glad on receiving my receipt for assessment No. 267, to see that Brother Farnham, on Division No. 12, had received \$3,000. Brother Farnham was first initiated in Division No. 160 when he first joined the Order, but transferred to No. 12 some few years ago. He had his foot cut off on the D. & H. R. R., Pennsylvania Division, between Carbondale and Wilkes Barre. Now, brother editor, as I have taken up enough of your time, I will close by wishing you and the Order in general long life and prosperity.

Yours in P. F.,

JAMES FINLEY.

C. C. and Cor Div. No. 160.

DENISON, Texas, September 20, 1893.

*Editor Railway Conductor:*

On account of visiting the national encampment of the G. A. R. and the Columbian Exposition at the same time, I have been obliged to neglect my usual contributions to THE CONDUCTOR.

tor, but, acting upon the old adage, "It is better late than never, I will now endeavor to make good all past deficiencies.

Division No. 53 is beginning to be very much interested in THE CONDUCTOR, and I know of quite a number who have been borrowing it from their brothers in order to learn what was being said from Denison. In my opinion this is not as it should be. Every member of the Order can well afford to subscribe for its official organ, and, in fact, cannot afford to miss it. Not only should they do this, but they should show their interest by contributing or by electing a contributor, and thereby assist in making it just what we all want it to be. It is astonishing how quickly a man will develop an interest in an enterprise when he has invested his money in it, and I sincerely hope that more of our members will try that sort of investment as soon as possible. In the beginning of the new year, when it will come to all of us, that same interest can be shown by securing new subscribers outside the members of the Order. If every member will only secure one paying subscriber, the magazine can thus be at once placed on a paying basis, and the editor left free to add improvements that are impossible under the present conditions. There is not a conductor in all this country who cannot turn in at least one new name, if he will make the effort, and I can only hope there is no one who will not make that effort. This advice is well meant, and I hope that none of the boys will allow it to make them angry, as that would only give them away.

I continue to be glad I am a member of the O. R. C., but I have found a few conductors lately who were not and had nothing good to say of the Order. It takes no great amount of second sight to determine the reasons why these men do not like the O. R. C., and one of the strongest of them is that the Order will not support them when they are in the wrong. They claim that the railway companies are down on the organization, but we all know that to be a mistake, and it needs no argument to refute it. I will tell you, boys, if you live up to the principles of the O. R. C., and keep away from the bowl, you will hardly ever want for a job. The better class of railroad managers are constantly looking for O. R. C. men, who honor their organization and live up to its rules. A great deal has recently been said by railroad men about seniority, and the financial condition of this government and labor questions of all kinds, and I would like to ask the boys just what they know about any one of them? What they do not know would make a very good sized book. In my humble opinion, if we would all stop kicking and fall into line where we belong,

if we would give up every spare hour to earnest self improvement and keep constantly before us the principles of true manhood, we need not fear for the success that is our true portion. The present life of too many is not calculated to advance them, either in the sight of God or man, but if all would only try to make the world better for their having lived, how much better would this world be.

I am glad to be able to note in closing that Division No. 53 is in a most prosperous condition.

Yours truly, in P. F.,

S. P.

RALEIGH. N. C., Sept. 2.

*Editor Railway Conductor:*

No doubt a line from me will be as great a surprise to you as one from our correspondent. Well, I guess he is excusable for his seeming neglect, as he, in addition to manipulating his punch on one of S. A. L.'s fast trains, handles Uncle Sam's business with a smile upon his pleasing countenance and his grip always swinging from his shoulder, ready for whatever may come his way.

Business is dull with the S. A. L. just now, though it held up better this season than usual. We are making arrangements for extensive traffic this fall, having just received six large, new, fast passenger engines.

We expect to have on in a few days one of the finest fast through passenger trains in the south, in fact the "Atlanta Special" will be second to none.

The S. A. L. has recently been divided into three divisions, northern, central and southern.

Some of our boys have long runs on the "Atlanta Special," from Portsmouth, Va., to Monroe, N. C., but as they are hearty and healthy they seem to stand it very well. Freight conductors get a trip occasionally, but they are few and far between. As we are trying to carry all the men through the dull season, a good many have been off taking a rest, some sick, etc.

Brother W. B. Williams took in the World's Fair and reports a pleasant trip.

No. 264 is doing well and our membership keeps growing. We have new applications nearly every meeting and hope to add many to our list before '94. With so many good natured, active members it can hardly be otherwise than successful. Our C. C., Brother Jones, fills the chair with credit to the division and is almost always on hand. Our S. & T., Brother Guthrie, whom we all love, honor, and, I may add, obey, is generally at his post, though he has to D. H. a good distance to get to the division. He rarely ever misses a meeting. It would be difficult to find a

more capable officer. He is the right man in the right place.

Brother Willie P. Clements is now at Johns Hopkins hospital, Baltimore, for treatment. We hope he will be visited by our Baltimore brethren while there and that we may soon have him with us again with his usual broad smile and good humor.

Well, Brother Editor, I will not tire you longer with my first. With best wishes for the O. R. C. boys, I am always one of the number.

Yours in P. F.

G. M. LASATER,  
Division No. 264.

—•—  
CANTON, Miss., Sept. 16.

*Editor Railway Conductor:*

Division No. 304 is still progressing nicely. We had twenty members present at our last regular meeting, and had quite a nice time, getting through with a great deal of important unfinished business and taking up some new. Since I wrote my last letter about a month ago we have taken in three new members, which swells our membership to fifty and, with two or three exceptions, they take great interest in our work. Business at present is a little dull, but we make very good wages and have no cause to complain. We realize the condition of the country at present and have made no request of our trainmaster to reduce crews, as we have five extra men braking, and if crews were reduced so as to allow regular men \$100 per month, that would force some good men to leave and look for work elsewhere. We want these men to stay, as we expect business to pick up soon, for it is a hard matter to get work here for Order men or experienced brakemen. Through the efforts of Brother W. J. Murphy, chairman of our General Grievance committee, we secured positions for two members of the Order last month, and when the cotton crop begins to move there will be work for all. We have a good class of freight to handle, principally bananas, merchandise, sugar and molasses.

Seniority don't work here, but I am very sorry to say some of our members believe in it. They are young men who have never been forced by loss of position to seek work elsewhere, and consequently, do not know how difficult it is to find a place under such conditions as the country is now enjoying. Three of our young members, all good men, who lost their positions here this year, report that they can't even get a position as brakeman, and don't hesitate to say it is on account of seniority. One of them gave up and has gone into business here; another became disgusted and has gone to the farm, while the third

is braking in Texas, barely making expenses. If this is not enough to put us all against seniority, what is?

I can hardly be thankful enough that we have enough members to keep it out of schedules and agreements with companies.

I saw an account of Brother W. Kyle's imprisonment in Mexico because of the unfortunate wreck of his train. Brother Kyle was raised here and did his first railroading out of Canton. He left here in 1883 and went to Mexico, where he has held some important positions. He has a host of friends among us who are doing all in their power to help him out of his trouble. As our secretary failed to notify you of the day and place of our meeting, I will state here that they are held in Odd Fellow's hall every Sunday at 2 p. m. Transient and visiting members are cordially invited to attend.

Brother Anderson is the proud father of a sweet little girl baby. Brother Bettis has the "laugh" on him, he has a handsome boy. Mothers and children are doing well, but the doctor says he had a hard time in saving Brothers B. and A.

Yours in P. F.

O. A. H.

—•—  
KANSAS CITY, Oct. 4.

*Editor Railway Conductor:*

In view of the fact that you have not had a communication from Division No. 55 in some time, I thought I would write you. Division No. 55 is jogging along in the same old rut, very often hard work to raise a quorum. Why it is so it is hard to tell, with a division of 265 members. I often get discouraged and many times feel like giving up in despair, when I know there are so many conductors in the city and so few attend our division meetings. There has never been a time in the history of the O. R. C. when there should be more real earnest zeal shown by members of the Order than at present. I wish there could be some means devised to compel members of the order to attend more regularly to their meetings.

One of our oldest members, in fact a charter member of 55, who has held the position of superintendent for many years of the Mo. P. and for the past four years as terminal superintendent in Kansas City, James W. Dalbey, has resigned his position to take a more lucrative position with another company. His numerous friends met at his residence and presented him with a little token of their regard, an account of which I will send you as printed in the *Kansas City Journal*. Mr. Dalbey gave me a picture of

our ex-General superintendent, A. W. Dickinson, to present to Division 55, which I did with the following address:

*Chief Conductor and Brothers of Division No. 55:*

Through the kindness of J. W. Dalbey, who is a charter member of this division and a staunch friend of the Order of Railway Conductors, I am enabled to present to your honorable body this picture of one of the best friends a conductor ever had, that of A. W. Dickinson, ex-general superintendent of the Mo. P. railroad, a man who, like ourselves, started at the bottom and who by hard work and close attention to his business rose from the position of brakeman to that of general superintendent. Although elevated to that high position he never forgot those who, like himself, were climbing the ladder to fame, and when it was possible for him to do so, was not slow to reach out his hand to assist a worthy man to a better position. Mr. Dickinson was one whose coming was watched for with love by all alike, from the section man up to those who were in a position next to himself; one who never passed a section man, a brakeman, conductor, engineer, or any other man in his employ, without a nod of the head, a wave of the hand and a friendly smile to encourage them in their duty; one whose memory will go down in the annals of railroad history as a man worthy of memory. long after the picture which I have hung on your wall to-day has crumbled into dust and lost all semblance of its its former self. May that picture hang over the head of our chief, and may the principles which guided him, the original of that picture, in his just and kind, considerate dealings with his employes, guide and direct our chief in his dealings with the brothers of this division, and I hope that this picture may hang upon the walls of the banner division of the O. R. C., and that prosperity and unity may reign in the hearts of every member of 55, when you and I are forever laid at rest. And I hope that the conductors will be as ready to see and acknowledge the good traits of character in an official, as A. W. Dickinson was to see and acknowledge it in an employe. In the name of J. W. Dalbey, and with his respects, I present this to you."

We are having a good many visitors from the different divisions of the Order in the past few weeks, who have been making a tour of the western country after visiting the World's Fair. We have all been very busy, trains being crowded to their utmost capacity, visiting Kansas City fair and the Pallas parade and ball.

Many of the conductors on the different roads out of Kansas City are compelled to do double

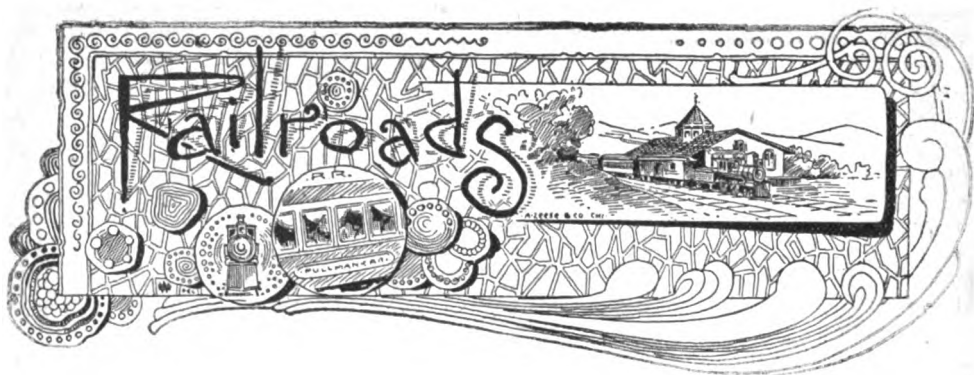
duty on account of the retrenchments that are being made, and they do not feel much like play after getting in from their runs. It is hard for me to see why a conductor should be compelled to do double duty, when an engineer simply makes his usual runs. We have been making an effort to do away with seniority, but I am sorry to say that I still find there are conductors who wish to cling to seniority for the conductor, but wish to deny it to the brakeman. There is now a general feeling among all classes of railroad men in this section, for federation. What the result will be, is hard to determine. We would be glad to have some of our grand officers visit us in this section; it might have a beneficial result, and aid us very materially towards increasing the attendance in our divisions.

There is considerable dissatisfaction in regard to our insurance. Many of the members complaining of too many double-headers; and they, like myself, believe that every member of the Order should be compelled to take out insurance, or that we should not compel new members to do that which the old members are not compelled to do.

Hoping for the best interests of the Order, I am  
Yours in P. F.,

W. WELCH.

The efforts being made by some of the New York dailies to secure the running of special Sunday trains in order to assist in the prompt delivery of their great editions for that day, will not meet with favor from the great army of workingmen whose day of rest would thereby be invaded. No class of men can be found more thoroughly in need of one day's rest out of the seven than those who follow railroading. Their duties are arduous and the responsibilities attendant upon a proper care for the life and property intrusted to them are so heavy that they may be successfully borne only by men who are fresh and vigorous both in mind and body. That freshness and vigor cannot be long retained without ample opportunities for rest and recreation, and one day out of the week is none too much to answer that purpose. Under the most liberal regulations there will always be too much of the absolutely necessary work to be done on this day, and every attempt to add to it, especially in answer to such a call as the one under consideration, should meet with an unfaltering negative. The traveling public have an abiding interest in everything that tends to maintain the efficiency of the railroad man at his highest point and they should not neglect to protest against this effort to increase the burdens of the men, upon whose readiness and alertness so many lives constantly depend.



The new line of the "Soo" from St. Paul to the Pacific coast, was opened with all due form and ceremony on the 25th of September. It is the expectation of the company to make the new line an active competitor with the Great Northern for all the traffic on the upper Pacific coast.

\* \* \*

Receivers have been appointed for the Jacksonville & Southeastern, an application to that effect being granted by Judge Allen of the United States Circuit Court, at Springfield, Ill., on Sept. 11, last. The gentlemen selected were C. Bosworth, of Springfield, general manager of the St. Louis & Chicago road, and Ellery Anderson, the well-known New York lawyer.

\* \* \*

At a recent meeting the New York railroad commissioners reached a decision in favor of granting the application of President A. A. McLeod's New York & New England Railroad company for a charter enabling it to construct its proposed road from Leggett's Point on the Harlem river in New York city to Brewster's. There it is the purpose of the road projectors to make through eastern connections with the New York & New England Railroad.

\* \* \*

Duluth is claiming that the Canadian Pacific will make it the base for all that road's extensive operations in wheat, commencing next year. This business, amounting to nearly 20,000,000 bushels per year, has heretofore been handled through Winnipeg and Fort William. According to the report the Canadian Pacific will early next spring erect elevators at Duluth, complete the Duluth and Winnipeg to Winnipeg, and thus make Duluth its terminal point for lake traffic east. The proposed route from Winnipeg to Duluth will be nearly 200 miles shorter than to the Canadian port, while the cost of lake transportation east is the same for the two places.

Some of the eastern papers appear to be of the opinion that the Pennsylvania Railroad company is interested in a scheme to gridiron the state of New Jersey with electric roads, all of which shall be feeders to its main line. They argue that the great steam companies are beginning to realize the fact that they must, sooner or later, meet this electric competition, and the sooner they secure control of the field the better will be their position. By running short lines out into all the thickly settled districts they expect to be able to control the local traffic for their main line during all time to come. Their methods of handling this local traffic in the past gives color to the opinion here given and the outcome will be awaited with no little interest.

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Not long since rumors began to gain circulation to the effect that the Iowa Central was contemplating the removal of its offices from Marshalltown, Iowa, to Peoria, Ill. The people of the former city were at once aroused by this announcement and declared they would fight any such action to the bitter end. In response to inquiries regarding the matter, General Manager McNeill said their only purpose was to establish a branch freight office in Peoria, but practically admitted having the removal of the auditing department under consideration. This the Marshalltown people considered as only an opening wedge for the removal of the entire plant, and at once gave notice that they would not submit to any such violation of their rights. Should the Central persist in its determination to make the change mentioned it will doubtless result in an extended legal fight and a great deal of trouble and expense to both parties.

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It was currently reported, late last month, that President Hill of the Great Northern had secured control of the defunct Sioux City & Northern and of the Sioux City, O'Neill & Western by

the purchase of their bonds and stock in New York. By this purchase Mr. Hill secures some \$2,000,000 of stock in the Sioux City Terminal company, a property costing \$2,500,000. He also secures the stock of the Missouri River Bridge company, and its new bridge, more than half completed, becomes his property. The Sioux City & Northern runs from Sioux City to Garrettson, S. D., 100 miles north, where it connects with the Great Northern. The Sioux City, O'Neill & Western runs 130 miles west into Nebraska, and the two properties are said to be worth \$7,000,000. Many of the best posted of the railroad men of the country believe this to be nothing more than a portion of the scheme conceived by Mr. Hill five years ago to build an extension of his main line into the southwest, and that the work of such building will be started almost immediately. Since this announcement eastern capitalists interested in one or more of the properties mentioned have commenced legal proceedings to prevent the carrying out of the sale mentioned, and a long fight in the courts is promised before the matter is finally settled.

\* \* \*

#### Another Accident.

Under the above heading the *American Machinist* of October 5 offers the following advice to the railroad owners of the country:

As we feared would be the case, the accident on the Big Four road, to which we referred last week, was closely followed by a worse one, this time on the Wabash road.

The season has been a disastrous one when the great number of serious railway accidents are considered, and some measure seems to be necessary to better protect those who must travel about the country.

There is little doubt but that if the men whose business it is to manage railroads were allowed to actually manage them without the hampering interference of those who know nothing of railway management, and are so situated as not to feel the personal responsibility that owners should feel for mismanagement of their property, things would be different. As our railroad business is now managed, a man who spends his time in Wall street or some other financial center may practically own a railroad. He knows nothing about the practical management of it, but does know whether he wants the road to pay dividends, pass them, or go into the hands of a receiver, his preference in these matters depending upon what particular stock gambling scheme he may at the time be engaged in.

Those officials who are supposed to have the management of the roads, and who take the censure when things go wrong, are actually so hampered in many cases that they should be entirely relieved of all moral responsibility. Laws requiring certain safeguards against accidents would probably be welcomed by this class of officials, who find themselves compelled to con-

sider first and above everything else, dividends—immediate and regular dividends, perhaps, though the paying them may mean the prohibition of improvements which, while expensive, would in the end prove profitable.

It cannot be said that American railway management has placed itself in a very favorable light this season. By the narrow and selfish course pursued by the roads early in the season, they seriously impaired the success of the Fair as well as cheated themselves out of a large volume of business, while since travel has largely increased they have made a record of accidents which is disgraceful if not criminal.

\* \* \*

#### The Injunction Again.

The injunction promises to be a favorite weapon with the railroads in fighting strikers, it having been brought into use by the Big Four against its striking boilermakers. The *Indianapolis News* of October 7, reports this last appeal to the Federal courts, as follows:

On application of the Big Four Railroad company, Judge Baker, of the United States court, yesterday afternoon at 4 o'clock issued a temporary order restraining the striking boilermakers in the shops of the company here from interfering with the management of the property of the company. There were present at the time John T. Dyke, general counsel for the company; Byron K. Elliott, General Superintendent Van Winkle and General Manager Barnard. The order was granted promptly upon the presentation of the petition.

It is alleged in the complaint that the defendants named conspired together in the name of the Boilermakers' Union and the Boilermakers' Helpers' Union to compel the road to comply with certain demands in reference to wages and hours of work, and have threatened, and are now threatening, to prevent the repair of locomotives in the shops of the company. It is charged that some of these defendants have threatened to destroy property belonging to the company by dynamite unless the demands of the men are complied with. It is also alleged that these defendants have trespassed upon the company's property in Brightwood and in Indianapolis, and have wilfully injured the property by throwing stones. It is averred in the bill that the road has already been damaged to the amount of \$50,000, and has been put to great expense in employing special police.

Deputy United States Marshals Foley, Taylor and Stewart are serving notice of the injunction on the strikers, who were named as defendants. Foley went to Brightwood and Taylor and Stewart to Indianola. Before they left the marshal's office the deputies were able to learn the sleeping places of fifty-three of the sixty-six defendants. At noon the deputies have not been able to find half of the defendants, but they believe that they will be able to find all of them during the day. The strikers, generally, received the notice of injunction good naturedly.

The hearing on this petition was fixed for October 26.



The October number of the *New York Musical Echo* will be found to contain its usual collection of most excellent music, both vocal and instrumental.

The *Railroad Employee* for September displays with pardonable pride an entirely new dress. The change adds much to the good looks of this excellent publication and is an evidence of prosperity, upon which it is to be congratulated.

The *Chicago Herald* is, in our judgment, the most ably edited journal and the most candid and fearless defender of the people's rights published in the West. It scourges the monopolists without stint and throws its mighty power, in every instance, on the side of the oppressed. \*

Among the latest additions to the exchange list of THE CONDUCTOR is the *Flying Post*, the first number of which was issued at Paterson, N. J., Monday, September 25th. It is a daily, brightly edited and of neat make-up, most creditable in every way to the gentlemen who have it in charge. The *Flying Post* will doubtless prove a power in its peculiar field of labor.

The October *Arena* will appeal strongly to the Southern heart. It contains as a frontispiece a fine portrait of Mrs. General Pickett, and a remarkably fine Negro dialect character sketch by Mrs. Pickett. It also contains an able paper by Joshua Caldwell, entitled "The South is American." This issue contains two very notable articles on the money question, and "The Psychology of Crime" by Henry Wood will be found to be an interesting feature. The Book Review department is also notable, containing critical reviews of important books of the day by Mr. Flower, Helen Campbell, Helen Gardener, Lucinda B. Chandler, Harriett Prescott Spofford, Hon. John Davis, Ignatius Donnelly and others.

Among the wealth of good things, *Outing* for October has a strikingly clever story by Frank M. Bicknell. It is called "Antaeus," and is a ro-

mance of a steam roller, in which the roller figures as one of the heroes. The plodding "Antaeus" falls desperately in love with a rather flashy fire engine Miss Electria; a bright young man and a fair young maid also figure prominently, and before the author gets through with the experiences of these four lovelorn ones some very funny situations arise. The originality and quaint humor of the story make it very pleasant reading. The entire number, in text and illustrations, is fully up to the usual high standard.

Christmas presents for nothing—handsome and valuable ones, too. This sounds good these hard times, and the problem seems to have been solved by the *Weekly Pioneer Press* of St. Paul, Minn. An examination of their extensive premium supplement, just issued, shows a large and tempting assortment of elegant premiums offered to subscribers. The premiums are all sent post-paid and are guaranteed to be as represented. The *Pioneer Press* is one of the best weekly papers in the country and has a large circulation. Send postal card for free sample copy and premium supplement to *The Pioneer Press*, St. Paul, Minn.

The idea of a federal union between what are practically independent communities, separated from each other by wide oceans, is a new thing. Similar conditions have never prevailed in the history of the world. Never has a mother country produced so marvellous an array of colonies, chiefly consisting of people of her own blood, wholly adopting her own laws and rejoicing in her tongue, while at the same time insisting on a totally separate political frame for the picture which they delight to paint as English. The notion that they can be united for certain common purposes is natural. America need certainly not look with prejudiced eye on such a project. Such work for the world's good may, on the contrary, have her sympathy. Is there not more sympathy with American aspirations among Australians and English than there is among Italians, French or Russians? There is no doubt that there is.

Trade and language go much together. Would it not be for the United States' advantage that it should have the sympathy of a sound, strong English federation in any dispute with the outside foreigners? Self-contained as the United States is, and quite able to adjust any little trouble within its borders, it is quite conceivable that the friendship of its own kin beyond sea may be worth more to it in time than the indifference with which its national life is usually regarded by the average careless foreigner.—From "*Latest Aspects of Imperial Federation*," by the Marquis of Lorne, in *North American Review* for October.

New writers often suppose themselves rejected because they are unknown; but the unknown man of force and quality is of all others the man whom the editor welcomes to his page. He knows that there is always a danger that the reigning favorite may fail to please, that at any rate in the order of things, he is passing away, and that if the magazine is not to pass away with the men who have made it, there must be a constant infusion of fresh life. Few editors are such fools and knaves as to let their personal feeling disable their judgment; and the young writer who gets his manuscript back may be sure that it is not because the editor dislikes him, for some reason or no reason. Above all, he can trust me that his contribution has not been passed unread, or has failed of the examination it merits. Editors are not men of infallible judgment, but they do use their judgment, and it is usually good.—From "*The Man of Letters as a Man of Business*," by W. D. Howells, in the October number of *Scribner's Magazine*.

The readers of the October *Review of Reviews*, or certainly the Eastern readers, will find its most remarkable feature in the article on the "Irrigation Idea and Its Coming Congress." The writer of this important paper is William E. Smythe, editor of the *Irrigation Age*. It is safe to say that never before has appeared any such authoritative treatment of a subject which is practically unknown to cis-Mississippi dwellers. Very few people will be prepared to hear that the arid regions of the United States, to which irrigation is a necessity, make up two-fifths of our national domain; that already, two years ago, the estimated value of the irrigated lands was \$300,000,000 according to the census. Mr. Smythe tells us that irrigation raises the value of land reclaimed from this truly great American desert from \$50 to \$1000 per acre, and the social results

of the establishment of irrigating communities appear to be scarcely less than the enormous material gain. Such colonies as Riverside and its like allow their members practically all the advantages of an urban life while assuring them the beauty and freedom of a country home. The irrigation idea is inevitably bringing in an era of small farmers, because it means intensive cultivation of land, or the process of seeking increased product and a better cultivation of the same soil instead of extension of soil area. The *Review of Reviews* publishes this paper apropos of the International Irrigation Congress which is about to be held in Los Angeles, Cal.

The September number of *Donahoe's Magazine* was one of the most interesting of the year's series to the general reader. Among the many valuable features presented was an extended tribute to "John Boyle O'Reilly, the Man," by Edward A. Moseley. This will be found especially worthy of thoughtful perusal because of the close relationship that existed between the two men and the advantages thus given the author, from which he has been able to produce so admirable a character sketch. John F. Finerty adds to the value of the number in a carefully prepared historical sketch entitled, "Thirty Years of Ireland's Battle." This is a work for which Mr. Finerty is especially well equipped and it is fully up to the standard of his best. A number of equally noted writers fill out the list, making the issue one well calculated to please thoughtful readers of all classes.

#### JOHN BOYLE O'REILLY, THE MAN.

So bold and frank his bearing, Boy,  
Should you meet him onward faring, Boy,  
In Lapland's snow,  
Or Chili's glow,  
You'd say, "What news from Erin, Boy?"

He has a curious mind, Boy—  
'Tis jovial—'tis refined, Boy—  
'Tis richly fraught,

With random thought,  
And feeling wildly, kind, Boy.

—Edward A. Moseley in *Donahoe's Magazine*.

There is no discounting the fact that *The Chicago Herald* is the cleanest, neatest and ablest edited newspaper in the west, if not in the United States. Its news service is unsurpassed and it "scoops" its rivals in this respect as in all others. *The Herald* has a larger sale than any other Chicago paper. \*

From California we returned to New York, where I had an offer to play for three weeks with the famous artist, Edwin Booth, to give three performances of "Othello" a week, with Booth as *Iago* and me as *Othello*. The cities selected were New York, Philadelphia and Boston. As the managers had to hire the theatres by the week, they proposed that we should give "Hamlet" as a fourth performance, with Booth as *Hamlet* and me as the *Ghost*. I accepted with the greatest pleasure, flattered to be associated with so distinguished and sympathetic an artist. I cannot find epithets to characterize those twelve performances! The word "extraordinary" is not enough, nor is "splendid;" I will call them "unique," for I do not believe that any similar combination has ever aroused such interest in North America. To give some idea of it I will say that the receipts for the twelve performances were \$43,500, an average of \$3,625 a night. In Italy such receipts would be something phenomenal; in America they were very satisfactory. During this time I came to know Booth, and I found in him every quality that can characterize a gentleman. The affability and modesty of his manners rendered him justly loved and esteemed, not only by his countrymen, but by all who had the fortune to make his acquaintance.—*From "Leaves from the Autobiography of Salvini," in the October Century.*

The second edition of *The Cosmopolitan* for September brought the total edition up to 211,000 copies, without doubt the largest edition of any magazine in the world for this month. It remained for *The Cosmopolitan* to have the World's Fair treated in a single number by twelve different writers. As the exposition of 1893 must remain one of the leading events in the history of the United States, the most distinguished men were asked to prepare this magazine volume, which is destined to become valuable as one of the most perfect descriptions of the World's Fair. Among the number of those who contributed are our ex-president, Walter Besant, the most distinguished of the English literary men who visited the exposition, and a host of others. Besides the usual fiction, including a story by Mark Twain, entitled, "Is He Living or Is He Dead?" and the regular departments, *The Cosmopolitan* contains nearly one hundred illustrations devoted to the World's Fair, including eleven full pages. It is pronounced one of the most remarkable of the publications yet issued regarding the Fair. It is a completely illustrated guide or souvenir, as one prefers to call it, by the most famous writers of the day, put before the reader at the price of 12½ cents, and more than the

equal of the books of the Fair which sell for 75 cents and \$1.

The *Chicago Dispatch* is rapidly nearing the first anniversary of its birth and has every reason for pride in the showing it has made during that short life. From a circulation of 7,000 on October 19 last, the date of the first issue, it now has an average daily circulation of 49,000 and is still growing.

#### Noshi and the Morning-Glory.

(From the Japanese.)

It was the rosy flush of dawn  
In beautiful Japan,  
When through the ancient garden ways  
Came little Noshi San—  
Her strapped and lacquered wooden shoes  
A-clicking as she ran.

She stooped beside the mossy well,  
Beneath a gnarled pine,  
And would have drawn, but that she spied  
A morning-glory vine,  
Which in the night the pail had wreathed  
In exquisite design.

The dainty thief smiled up at her,  
With velvet eyes of blue.  
Uncertain, little Noshi stood  
Debating what to do;  
Then sudden raised her empty pail  
And to a neighbor flew.

"Gift-water, friends, I crave," she said;  
"For in the night a vine  
Has seized my bucket; and so fair  
Its fragile arms entwine,  
I could not rudely tear them off—  
Pray let me fill with thine."

—*Mary M. Scott, in October St. Nicholas.*

Optim and Pessim.—"Don't be downhearted. Every rose must have its thorn, you know."

"Yes, blame it; what I'm kicking about is that every thorn doesn't have its rose."—*Chicago Record.*

#### Everything Else Rising.

Jovial passenger (to sufferer leaning over the side of the boat)—Waiting for the moon to rise?  
The sufferer—No, no; I didn't swallow that.—*Elmira Gazette.*

His Leave was later.—"You didn't take your vacation in the summer, did you, Squildig?" asked McSwilligen.

"No," replied Squildig, mine will be one of the autumn leaves."—*Pittsburg Chronicle.*

# 

Bro. Burt Cox, Denison, Texas, wishes the address of L. M. Allen, formerly of Division No. 165.

\*\*\*

The reductions in pay on the Northern Pacific, mentioned last month, did not affect in any way the men who were working under schedule.

\*\*\*

J. H. Latimer, until recently of St. Louis, may now be found by his old friends at No. 36 Wall street, Atlanta, Ga., where he has in charge the interests of the N. C. & St. L. and W. & A. railroads.

\*\*\*

The death of Arthur L. Nelson, late editor of the *Western Laborer*, will prove a severe loss to the working men of the west. He was ever their able and fearless champion and his place will be difficult to fill.

\*\*\*

Robert C. Cowardin, late of Dallas, Texas, has recently opened an office as traveling passenger agent for the Nashville, Chattanooga & St. Louis railway at room 2194 South Clark street, Chicago, Ill. He will be glad to welcome his old friends at the new headquarters.

\*\*\*

John B. Baskin, railroad editor of the *Pittsburg Post*, has been doing the World's Fair, and his letters descriptive of the sights to attract his attention there will be found of especial interest by every railroad man in the country.

\*\*\*

Readers of *THE CONDUCTOR* will remember the mysterious disappearance of Frank H. Miller, then a member of Oatley Division No. 102, a notice of which appeared in these columns about a year ago. He has recently been located and is no longer a member of the Order.

\*\*\*

During the heavy travel to the World's Fair the Pan Handle will run two conductors on each passenger train, one to collect the tickets and the other to look after the train. It was thought that the traffic during the closing weeks would prove too heavy for one man to handle.

One of the most interesting and suggestive features of Railroad day at the World's Fair was the tug of war between an electric engine and a steam locomotive. The result was a most decided victory for steam power and the electric experts present were sent home with a number of new problems for solution.

\*\*\*

"John," said his wife, "what are you doing?"

"Figuring," he replied.

"Figuring on what?"

"On which we can better afford to do—buy coal or use the parlor furniture for fuel."—*Washington Star*.

\*\*\*

The members of Chapman Division No. 45 have issued invitations for their seventh annual ball, to be held in the Metropolitan theater, Oneonta, N. Y., Thursday evening, Oct. 26. These gentlemen have made an enviable reputation by their conduct of such entertainments in the past, and all who are so fortunate as to attend the one in prospect are certain of a most enjoyable time.

\*\*\*

Cards have been received at this office announcing the marriage of Miss Annie E. Hollis to Mr. Jefferson D. Leake at Los Angeles, Cal., on the 16th of August last. Mr. Leake is one of the most highly regarded members of Division No. 111, and his many friends in the order generally will extend their very best wishes for a long and happy life to the newly wedded pair.

\*\*\*

A deliberate attempt was made to wreck a Vandavia express train on the morning of September 26 by removing a rail from the track near Stanton, Ind. Fortunately the engineer discovered it in time to prevent serious trouble, but if it had not been for his watchfulness the entire train must have gone in the ditch. Such attempts as this can hardly be too severely punished.

\*\*\*

On the 4th of September last Mr. Baker Mangum was united in marriage to Miss Bessie Lammat, Laredo, Texas. Bro. Mangum is well known throughout the Order and the most sin-

cere congratulations of all will be extended to him and his charming bride, with the hope that their life together may be one of unalloyed happiness. The happy pair have been at home to their friends at San Luis Potosi, Mexico, since September 5th.

\*\*

Conductor (giving him a shake)—Tickets.

Sleeping Suburbanite (pushing his hand away)—No you don't Maria! If you want that baby walked with you can walk with him yourself. I'm going to get some sleep to-night, by jocks, if I miss fifty trains.—*Chicago Tribune.*

\*\*

The best estimates obtainable place the loss of life by means of the terrible storm that swept over the southern portions of Louisiana and Alabama on the morning of October 3d, at more than 2,000 souls. The full number will never be known, but enough have been found to bring the total up to that given. The suffering entailed is beyond estimation, and too much can hardly be done for the unfortunates who were permitted to escape the general fate.

\*\*

On the night of September 28 last, forty-eight miners were buried in the Mansfield mine, near Crystal Falls, Mich., and of that number only twenty were able to escape. The working levels of this mine ran under the Michigamme river, the first being but thirty-five feet below the water, and it is supposed that the timbers in one of them gave way and allowed the water to run in upon the imprisoned men. It is one of the worst accidents of its kind in the history of iron mining in this country.

\*\*

Engineer Joseph Lutz, of the Jersey Central, has been added to the honor list. When one of the flues in his side of the boiler burst, he stood in the scalding steam until the train could be brought to a stop in order that the passengers might not be endangered. It was such a deed as only brave men perform, and the admirers of brave men the country over will learn with pleasure that he is now on the high road to recovery from the injuries there received.

\*\*

It is said that some of the leading railroad men of the country are considering the plan of doing away with the platforms on the ends of express, mail and baggage cars. The argument is that these platforms are entirely useless and only offer lodgment for tramps and a better footing for the robber when he seeks to pillage an express car. Some are of the opinion that these cars

could be built stronger and better in every way without the platforms.

\*\*

We are pleased to note that Bro. John T. Flaherty of Division No. 102 has located at Chicago as the agent for "The Preferred Masonic Mutual Accident Association." Bro. Flaherty will be favorably remembered by all who met him in the Grand Division at Toronto. This company makes a specialty of insuring passenger conductors, placing them in the same class of risks as commercial travelers. This feature, added to the worth and popularity of Bro. Flaherty, should insure a large business for them.

\*\*

Brother W. J. Binford, of Division No. 152, Richmond, Va., has been nominated as a candidate for the state legislature from his home district. A nomination in that district is equivalent to an election, and Brother Binford is almost absolutely certain of being its next representative. He will make an able and faithful legislator and the interests of labor the country over would be better conserved if we could have more men of the same stamp engaged in making our laws.

\*\*

A reward consisting of six gold medals and \$2,000 in money, is to be given to the six men who successfully defended the Illinois Central express train from robbery at Centralia. The American Express company and the Central have united in giving the reward, and Vice President Harrahan, of the latter company, has been chosen to select the designs for the medals. The method of dividing the money has not been determined upon, as yet.

\*\*

Congratulations are due Brother V. P. Hart upon his election to the place of postmaster for Sedalia, Mo., a few weeks since. There were a number of candidates for the place and they finally agreed to abide by the decision of the voters of that city as expressed at a special election. Despite the fact that no less than five of the opposing candidates combined against him, and the additional fact that one of the others was able to spend an immense amount of money to further his chances, Brother Hart was endorsed by a vote that was of itself a splendid compliment. He expects to take charge about the first of next March.

\*\*

The folly of working men beyond their powers of endurance was never better shown than in the accident which occurred at Ferguson, in this

state, on October 4. The engineer in charge of one of the trains had been running without rest or sleep until nature could do no more, and he went to sleep on his cab seat, just as his train was pulling into the station named. A head-end collision resulted, in which the two trains were badly wrecked, but, fortunately, no lives were lost. The engineer admitted his fault at once and resigned, but the fault was not all with him. It would seem that in time managers would see the folly of forcing their trainmen beyond the limits of endurance and would provide men enough, at least, to make such an accident impossible.

\*\*

The champion catch of black bass for the year was made by George Elmer, M. F. Henion, Wm. Deyo and Ben Day. They were fishing at Lake Minnebelle, some seven miles south of Litchfield, Meeker county, Minn., during last June, and upon the 27th and 28th of that month succeeded in placing 143 of these beauties to their credit. The string was so unusual that they took it to Minneapolis and had it photographed the next day in order to preserve the record.

\*\*

Bro. J. W. Swetman has given up railroading for the present at least and has purchased an interest in a drug business at Biloxi, Miss. An application of those same business and social qualifications that made him so efficient and popular as a railroader will win him golden favors from the public in his new line. Although he has dropped the harness, Bro. Swetman has lost none of his regard for the brothers with whom he was so long pleasantly associated, and they will all join in wishing him complete success in the new venture.

\*\*

The first annual convention of the Order of Train Dispatchers was held in Chicago, commencing September 19 last, and was well attended. The officers chosen for the ensuing year are: W. W. Olcott, chief dispatcher, Pine Bluff, Ark.; R. B. Cardy, P. C. dispatcher, Marceline, Mo.; M. S. Halliday, assistant chief dispatcher, Little Rock, Ark.; O. L. Emlay, secretary and treasurer, Lake Charles, La.; executive committee, W. A. Whitney, Missoula, Mont.; A. D. Shotwell, Jackson, Tenn.; A. B. Stickney, Chilli-cothe, Ill.; W. J. Coapman, Green River, Wyo.; G. A. Joyce, Toronto, Canada; J. M. Dunlap, Memphis, Tenn.

\*\*

A bill intended to make train robbing so dangerous that only the most desperate will dare un-

dertake it in the future has been introduced in congress. According to the provisions of this bill any person who does, or causes to be done, any act whereby any car is stopped, obstructed or injured with intent to rob or injure any one passing over any railroad engaged in interstate commerce, and where in consequence of such acts any person is killed, shall be guilty of murder. If the attempt does not result in murder, the guilty person, on conviction, shall be imprisoned at hard labor for from ten to twenty years. Circuit and district courts of the United States are given jurisdiction of all cases arising under the act. The bill has been referred to the committee on interstate commerce. If this and some equally stringent act relative to train wrecking could be passed and then be rigidly enforced they might have a most salutary effect.

\*\*

The prosecuting attorney of Dearborn county has filed a complaint for the state of Indiana praying for the forfeiture of the Ohio & Mississippi railway's charter. This action is the method agreed upon to punish the railway company for the aid it gave to the brutal prize fight held the other evening in the Lawrenceburg fair buildings. A trainload of the tough element came to Lawrenceburg from Cincinnati, broke into the county fair buildings and witnessed a bloody fight. The complaint of the prosecutor charges the railway with conspiracy to bring a trainload of persons to Lawrenceburg to commit a felony. It further charges that the company ran a train to Lawrenceburg without a headlight and without ringing a bell or sounding a whistle; that the parties on the train committed burglary by breaking into the art hall on the fair grounds; that afterward two members of the crowd, assisted by the employés of the railroad and others, engaged in a prize fight, contrary to the laws of the state.—*Logansport Journal*.

\*\*

The Westinghouse Air Brake company has issued a pamphlet descriptive of the results of competitive trials between their pump and one made on the duplex plan. The results reached seem to establish the superiority of the Westinghouse pump. In conclusion they say: "The Westinghouse Air Brake company has made exhaustive experiments with 'duplex' air pumps, in which the steam cylinders were compounded as well as the air cylinders, thereby securing the economy due to the expansion of steam in cylinders of different sizes. It was found by experiments carried out as already described that the consumption of steam per cubic foot of air was

less than two pounds, but that the excessive heating of the air cylinder was the same as with the New York 'Duplex' pump; and after a most careful investigation we came to the conclusion that the considerable gain in economy in the use of steam did not compensate for the objectionable use of practically two complete pumps, where a single pump would perform the service with greater reliability and with considerable less cost for maintenance. The first considerations in designing an air pump for brake purposes are ample capacity and reliability, and this end we believe is secured by a construction properly proportioned and containing a minimum number of moving parts necessary to do the work."

\* \*

The second annual convention of the State Legislative Board of Railroad Employés of New Jersey was held in Newark, commencing Thursday, September 28. This association was formed for the purpose of effecting legislation with a view of providing proper safeguards from accident to railroad men by compelling the railroads to provide the most improved appliances, and also to secure legislation to regulate the employment and payment of the employés and the settlement of claims for injuries received while attending to their duties. B. F. Chapin, the president of the organization, occupied the chair and gave an account of the manner in which proposed measures before the last legislature were side-tracked. After hearing a recital of the treatment accorded the bills, the following resolutions were proposed and adopted without a dissenting vote:

*Resolved*, That it is with feelings of indignation lacking words to express we have heard of the way bills in favor of labor were killed by Robert Adrain, president of the senate of New Jersey of 1892, and that we call upon the friends of labor throughout the state to unite with us in using every effort to prevent his having power enough to do further harm to the cause of labor by being again elected president of the senate.

*Resolved*, That an executive committee of three be elected by this board to visit and co-operate with any other body of laboring men working to secure legislation in favor of labor.

*Resolved*, That a committee of one be appointed for each legislative district to secure pledges from candidates for office and to report to the secretary, and that these reports be tabulated and printed and a copy sent to every division or lodge of this body.

The board resolved that a representative should be placed in each legislative district, to use his influence in favor of such candidates as will pledge themselves to vote right on measures brought before the legislature hereafter. It was also decided that at the next session in Trenton

practically the same bills should be introduced as were defeated or neglected at the last session.

\* \*

In some manner a few of our members have been led to believe that our Mutual Benefit department pays but half of the benefit in case of a disability. This is entirely erroneous, as the benefit is paid in full in every instance where due. Article 16 of the laws, governing the Mutual Benefit department and relating directly to disability claims, says:

"If any member of this department becomes disabled by the loss of a hand or foot, or by the total loss of the eyesight, or the total loss of the sense of hearing, and shall furnish a certificate on the blank provided for that purpose, signed by a competent physician and five members of this department, giving the date, cause and nature of the disability, the secretary shall proceed as provided in article 15, and such members shall thereafter be honorary members and not entitled to any further benefits; provided, that the word 'loss,' when applied to hand or foot, shall be construed to mean that such hand or foot shall have been amputated; and further provided, that no claim shall be paid when death or disability is caused by venereal disease or while under the influence of intoxicating liquor."

Article 15 here referred to reads as follows:

"When the death of a member of this department occurs, proof of such death shall be made up in blanks furnished by the secretary in accordance with instructions of the committee, and the claim shall be paid after being submitted to the insurance committee and approved by them. Claims for benefit must be filed within one year from the date of death, and unless claim is so filed with the secretary within one year from the date of death this department shall not pay such claim or any part thereof."

By reference to these two articles it will be seen that the law contains no provision for any payment other than an entire benefit. The same conditions will be found in the certificate issued to each member, or their effect is the same, and it has been the policy of the department to pay its benefits in full. There is positively no provision for partial payments in any case, and all who hold certificates, or who think of securing them, may rest assured of receiving their benefit without discount whenever they can establish their right to the same. It is possible that the error arose from the introduction of a plan to make half payments in case of a disability, but the Grand Division refused to accept it and no subsequent legislation of that sort has been entertained.

The Chicago *Herald* of the 11th inst. contained the following note that will be of especial interest to the members of the Order who attended the Grand Division at Toledo and saw the young gentleman in question give an exhibition of his skill: "A feature of the recent Columbian prize shooting tourney at West Pullman was the performance of Master Clarence E. Long, the youngest sharpshooter in the world. He is 10 years old and weighs sixty-five pounds. Two weeks ago he carried away one of the Columbian souvenir medals on the fourteenth shot and in seventy-five shots did not make a single miss or zero score. The crowd was enthusiastic in admiration for his pluck and skill and carried him off the field on their shoulders. In five shots at the main target at 200 yards he hit four times. Master Clarence, whose father is Conductor John E. Long, of the Monon road, living in Lafayette, Ind., began to develop his talent with a rifle about a year ago, learning it from his father, who is a crack shot. At short range gallery shooting he has no equal for his age. He indulges in fancy shooting of all kinds, such as nipping small disks from his father's fingers, lighting parlor matches and cutting cards held edgewise toward him. He even shoots the ashes from his father's cigar."

Conductor Ed. Williams, of Corning, N. Y., has been winning honors as a detective, the following history of his adventures being given by the *Journal* of that city: "Ed. Williams, conductor of Fall Brook passenger train No. 4, which arrives in this city at 11:30 a. m., is entitled to the credit of making a remarkable clever capture of two escaped prisoners from Lock Haven, Clinton county, Pa. Two men boarded his train at Waterville this morning. They occupied separate seats, but something in their actions led Conductor Williams to think all was not right. He had just finished reading a short account of the escape of two prisoners from Lock Haven jail. Mr. Williams immediately telegraphed for a description of the men, and when received the two men which Mr. Williams had on his train tallied exactly. After crossing the state line the men occupied the same seat. This, the conductor thought, was conclusive enough evidence, and he telegraphed Chief Ryan, of this city, to be at the Fall Brook depot in readiness to make the arrest. The arrest was made by officer Curtin, although the men protested that they were not the parties. Their names were

Stewart Johnson and Charles Hising. One of them is a colored man, and was awaiting examination for having slashed a companion with a razor; the other is charged with throwing stones at a woman in Lock Haven. A reward of \$25 will be paid for the arrest of the two men, which amount will be divided between Conductor Williams and Officer Curtin. A ticket from Williamsport to Buffalo was found on each one of the men."

We wish to call the especial attention of our readers to the offer of premiums for new subscribers to THE CONDUCTOR, made upon another page. Every conductor desires to possess a thoroughly good lantern and we offer him here an opportunity to secure one at no cost save the putting forth of a little extra effort. By sending in the names of 50 subscribers at \$1 each the money in every case to accompany the subscription, we will give you an Adams & Westlake "Queen" lantern, silver plated, with globe half green or blue and your name engraved thereon. For 40 subscribers under the same conditions we will give you a "Pullman" lantern of the same make and finish or a "Queen" with nickel plate and same globe as above, or a Henry C. Hart Manufacturing Co's "Boss" or "Belle" lantern, Craig silver, with globe half green, blue or ruby. For thirty subscribers under the same conditions we will give a "Pullman" lantern, nickel plate, with same globe, or a nickel plated "Boss" or "Belle" with the globe as before described. No warrant for these lanterns being fully equal to the best made is needed beyond the names of the firms manufacturing them. No such opportunity has before been offered our readers to secure one of the very best and finest finished lanterns made, at practically no cost, and no conductor can afford to neglect it. Now is the time to commence the good work and by a little effort among your friends you can easily make yourself a Christmas present of one of the very best lanterns on the market. For a full and complete showing of the lanterns in question and the terms upon which they may be secured, read the page devoted to them among the general advertisements.

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The Rector—Did you ever hear of the theory that people will have the same vocations in the next world as they had in this?

The Widow—I don't believe my husband will. He was an ice dealer.—*Truth*.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, October 1, 1893; Expires November 30, 1893.

Assessment No. 271 is for death of W. R. Rupert, by typhoid fever, July 27.

## BENEFITS PAID DURING AUGUST

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
571	267	\$3,000	Death	Geo. Warbrick	Consumption	C677	44
572	267	3,000	Dis.	W. J. Dawson	Accident	C1595	13
573	267	2,000	Death	E. W. Cox	Accident	A1077-1175	324
574	267	3,000	Death	F. S. Buffington	Cerebral Hemorrhage	C3197	32
575	267	2,000	Death	Thos. Slessman	Accident	B1164	294
576	265	1,000	Dis.	W. H. Button	Loss of Leg	B8457	179
577	267	2,000	Death	F. W. Feters	Accident	B1474	270
578	267	1,000	Death	P. J. Gallagher	Accident	A2217	197
579	268	2,000	Death	J. E. Rutherford	Consumption	B430	206
580	268	3,000	Death	C. H. Wilkie	Dis. of Bowels	C2182	150
581	268	3,000	Death	F. M. Fitts	Accident	C4730	1
582	268	3,000	Dis.	E. H. Ingham	Loss of Leg	C292	257
583	268	3,000	Death	R. E. Fitzgerald	Apoplexy	C2130	3

## NUMBER OF MEMBERS ASSESSED.

Series A, 4,082; Series B, 2,357; Series C, 5,023; Series D, 368; Series E, 99. Amount of Assessment No. 271, \$25,832. Total number of members, 12,350.

## FINANCIAL STATEMENT.

Received on Mortuary Assessments to Aug. 31, 1893.....	\$1,308,085 00
Received on Expense Assessments to Aug. 31, 1893.....	25,995 00
Received on Applications, etc., to Aug. 31, 1893.....	23,506 17
	<b>\$1,357,586 17</b>
Total amount of Benefits paid to Aug. 31, 1893.....	\$1,301,276 00
Total amount of Expenses paid to Aug. 31, 1893.....	53,464 27
Insurance cash on hand Aug. 31, 1893.....	2 845 90
	<b>\$1,357,586 17</b>

## EXPENSES PAID DURING JULY.

Incidental, \$1.85; Fees returned, \$11.00; Stationery and Printing, \$218.97; Salaries, \$369.17; Mail List, \$30.90; Postage, \$356.00; Assessments returned, \$30.00. Total, \$1,017.89

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months. Salaries includes salary for one member of committee and the Medical Director for last year.

Received on Assessment No. 267 to Sept. 20.....	\$22,469 00
Received on Assessment No. 268 to Sept. 20.....	10,733 00
Received on Assessment No. 269 to Sept. 20.....	2,708 00
Received on Assessment No. 270 to Sept. 20.....	2,552 00

WM. P. DANIELS, *Secretary.*



### Close.

Mrs. Mary Swain Close, mother of Mrs. Wm. P. Daniels, died at their home in this city on the morning of October 8. Death was caused by heart failure, and coming so suddenly as it did, after an extended period of more than usually good health, made the shock to the loving ones surrounding her all the more severe. Mary Swain Mead was born in Chester, N. Y., June 15, 1822, and was married to Cicero Close at Greenwich, Conn., in 1847. In 1856 they came to Iowa and made their home in Waterloo. Mr. Close soon took a place among the leading citizens of his new home and twice represented his county in the lower house of the legislature. He was killed in an accident, June, 1883, and five years later Mrs. Close came to Cedar Rapids, where she has since made her home with Grand Secretary Daniels and his wife. A loving wife and mother, a true and zealous christian woman whose heart was ever responsive to the calls of friendship or the appeals of distress from every source, her death has left a vacancy in the social circle that will be long in filling. It was an especially heavy blow to the five loving children left to mourn her departure, all but one of whom were present to pay their last sorrowful tribute to her memory, and to them will be extended the sincere sympathy of all. The quiet but beautifully impressive funeral services were held at the home Tuesday afternoon, October 10.

### Thompson.

The charter of Hollingsworth Division No. 100 is draped in mourning for the death of their beloved brother, Philip Thompson, who was killed on the C., H. V. & T. road while in the discharge of his duties on the evening of September 18. He was on the rear car backing up, and while in the act of setting the brake the chain broke and threw him on the track and he was instantly killed by his own train. His remains were brought to Columbus and then taken to Logan for burial. Bro. Thompson was a kind and indulgent husband, an efficient and faithful official and a true friend of the Order. He was held in high regard wherever known and his death brought sorrow to many outside the imme-

diate circle of his relatives and friends. The feeling resolutions passed by his division but voice the grief of all at his untimely death and their sympathy with those whose sorrow must be deepest.

### Cherry.

Bro. W. F. Cherry, of Des Moines Division No. 38, was killed while in charge of his train at Clare, on the Ft. Dodge division of the C., R. I. & P., on the morning of September 9th. He was thrown under the wheels, one pair passing over him at the hips. He was placed on board a passenger train and started for Des Moines, where his wife and child were visiting, but died before reaching here, having lived some two hours and being conscious to the last. Bro. Cherry requested the Odd Fellows to take charge of his remains. He was also a member of the K. of P. The funeral was conducted by the Odd Fellows and assisted by the conductors, some thirty Brothers being in attendance. Bro. Cherry was a very popular conductor, being well liked by all who knew him, and an active member of the Order and chairman of the local committee for the C., R. I. & P. at the time of his death. Bro. Cherry was carrying \$3,000 in the Mutual Benefit department of the Order. The family home was Valley Junction, Ia., they having moved there but a few weeks before the accident. Resolutions expressive of the sorrow of his brothers in the Order and of their sympathy with the bereaved ones were passed by Division No. 38 at a meeting held September 10.

### Kitto.

Mrs. Kitto, wife of Bro. J. B. Kitto, died at Trenton, Ill., late last month. Their home was in Little Rock, Ark., and the funeral was held from the Trenton Presbyterian church of that place at 2 p. m. of Sunday, September 24. Bro. Kitto is a member of Division No. 131 and a permanent member of the Grand Division. No one has more warm personal friends among the membership and all will feel the keenest sympathy for him in this sad bereavement.

## OBITUARY.

### King.

Ravenna, Ohio, was the scene of an accident on September 21 last, which caused the death of Bro. Joel King. His train was standing on a siding and a mistake in throwing the switch turned a rapidly moving express train in upon the rear end of his caboose. Bro. King, who happened to be in the caboose at the time, was caught by the engine and instantly killed. The remains were taken to Stapleton, Staten Island, by the members of the Order and there buried under the auspices of the K. of P. By this death a wife and one child were left to mourn the loss of a loving and indulgent husband and father, and Division No. 292 loses one of its most cherished members. To the sorrowing ones will be extended the sincere sympathy of all.

### Broderick.

Thomas Broderick, of Eagle Grove Division No. 164, died at his home in Carroll, Iowa, last August. No man in the service was more widely known and but few, if any, could boast of more friends. He had no enemies. He was the friend of all mankind, faithful courteous and kind under any and all circumstances. Charitable to a fault, the needy never turned empty-handed from him. He has made his last trip; he has conducted his last train; he has answered his last call and gone out on his final run; he has crossed the dark river in the valley of the shadow of death and now rests from his labors in peace on the further and unknown shore. In the death of Bro. Thomas Broderick Eagle Grove Division No. 164, O. R. C., has lost a valued and useful member and the railroad service an honest, efficient and faithful servant. His division adopted resolutions of respect to his memory and sympathy with the bereaved relatives.

### Ford.

On September 12 Bro. H. M. Ford, of Eagle

Grove Division No. 164, was bereaved by the loss of his son Fred, who was fatally injured while at work as brakeman at Story City, Iowa. He had both legs cut off about 11 o'clock a. m. and died at 6:10 a. m. on that date. He had only commenced work in the capacity of a brakeman, this being his third or fourth trip. His sudden death was a severe shock to his parents. At a regular meeting held September 24 appropriate resolutions were passed expressing the sympathy of the Division with Bro. Ford and family in their deep bereavement.

### Stiles.

Clifford P. Stiles, one of the most efficient and popular of all the Wabash conductors, was called to his last reward while at the sanitarium in Battle Creek, Mich., September 12 last. Bro. Stiles was a native of Gorham, N. H., having been born there September 23, 1850, but had been railroading in the west during the twenty years previous to his death. He was a valued member of Division No. 125 at Andrews, Ind., and his death has proven a severe blow to that organization. The funeral was held at the old home of the deceased under Masonic auspices and was largely attended.

### Sigal.

The members of San Xavier Division No. 313 have been called upon to mourn the death of their brother, W. A. Sigal, who was killed while in the performance of his duty near La Gorta, Arizona. The accident was caused by a defective handle, which gave way and threw Bro. Sigal under the wheels. A wife and little daughter were left to mourn his loss, and the resolutions of sympathy with their grief passed by his division but give voice to the sympathy felt by the members of the Order everywhere. At the time of his death Bro. Sigal was a member of our Benefit Department.



# THE RAILWAY CONDUCTOR.

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CEDAR RAPIDS, IA., NOV., 1893.

NO. 11.



## BY EXPRESS.

BY FRANK A. MYERS.

### PART I.

"Well, sir, Mr. Van Soon, I'm more than willing to back my statement with money," said Jam O. Ledger to an egotistic acquaintance called Lafel L. Van Soon. They were standing in front of the post-office building in New York. Crowds of people were coming and going. The sun was smiling out of a ten o'clock sky, hot as an eye lighted by a love-passion.

"I've no doubt, no sort of doubt, sir, but you would, but then you can't do it," replied Van Soon, in his affectedly graceful, but I-said-so style. His voice had a touch of the society whine in it.

"How much will you bet?" asked Ledger.

"I'll bet you five thousand dollars you can't do it. I'm willing to risk that much on my judgment." Van Soon changed his position as he said this, kicked at a speck of dirt on the pavement, thrust his hands deep into his pants pockets, and looked at Ledger like one whose ponderosity had crushed his puny opponent into the very earth clear out of sight. Van Soon had money and lots of it. And he knew it, just as every rich man does. Allow it to be said here that this somewhat pompous fellow's chief business in life was to seek and exhaust pleasure and pursue his whims. It takes great courage to damn opportunities, but he did it without a twinge of conscience.

"I'm not hedging when I ask how long a time

you'll give me to see whether I can raise the money," said Ledger.

"A week," indifferently and tauntingly confidently. Ledger saw the force of the bluff, for Van Soon knew he was a poor man.

"You know I have not the money, so you think to bluff me out." Ledger said this calmly.

"O, no; for that matter I'll give you all the time you want."

"Do you want to bet, or are you just bluffing?" Ledger lifted his hat two inches to give his hot head a breath of air.

"Why, my dear sir, to bet, of course."

"Well, I'll be ready for you in twenty-four hours." There was purpose in this. The speaker mechanically turned to look a moment down the street.

"All right—all right," in quick succession. This was a friendly conversation, but it had a touch of the sharp in it like cider one day old.

"Where shall I meet you?"

"At my office," answered Van Soon.

"To-morrow at ten o'clock," said Ledger.

"My check will be ready," smiled Van Soon, as if he had never heard of nor felt such a sensation as hurry—just as if trains and even the sun itself would wait for him. If he was foolish enough to think himself so important as that, Ledger did not feel it his duty to undeceive him. It is possible for a man lame in his head to think anything about himself.

They parted. Ledger sought his very warm friend Nel G. Walfield, who was perhaps as "well heeled" as Van Soon, and to him he disclosed the character and amount of the bet. Walfield said he would put up the money at his own risk, and further than this he boldly affirmed that if Ledger won, Van Soon's money should be his, and if he lost, the loss should be Walfield's and not Ledger's. It should be no risk whatever to Ledger.

As brief as possible to state it, the nature of the bet was this: Ledger was to travel from New York to Chicago, and, as a stranger, enter the Columbian Exposition grounds without the payment of the entrance fee of fifty cents. Van Soon, whose egotism was a mountain within him, and who thought his eyes and ears and nose were just little smarter senses than other people's, bet it could not be done.

So the next day at the appointed hour Ledger and his friend Walfield met Van Soon at his office, where the terms of the bet were put in writing and certified checks put in the hands of Van Soon's banker to hold for thirty days, or till called for by the winner. All was satisfactorily arranged.

"So, Mr. Ledger," said the dogmatically affable Mr. Van Soon, "you have thirty days in which to win." It was but natural he should have faith in his bet.

"I need but a week, Mr. Van Soon," returned Ledger, with a little mock dignity in his tone and manner.

"I'm sure you will lose your money," said Walfield to Van Soon, with a confident wink to Ledger.

There was not a clear understanding that Van Soon should be in Chicago to witness the entrance into the grounds, and satisfy himself beyond a peradventure of the success or failure of the undertaking. He would take Ledger's word for it, and Ledger certainly was not willing that his word alone should confirm the fact. But yet Van Soon, knowing the plan, could easily defeat it and win the bet.

Let us look one minute at Jam O. Ledger. He was a man of ordinary size and proportions, but there was a restless eye in his head and a tireless muscle in his wiry frame. His face was smooth, and he was good-looking. At the age of twenty-four every possibility lay in his grasp. The one possible defect he possessed was his precipitate and loud talk. In other words, his disposition to boast a little sometimes overbalanced his good sense. But the girls "were all dead after him," he thought, and in unwise moments of mental aberration avouched openly. He was a "bag-

gage smasher" by trade, and he knew well how luggage and baggage and expressage were carried in a baggage car.

And Lafel L. Van Soon was a rich egotist, and twenty-seven years old. His hair had already begun to come out by the roots on the crown of his head, but his cropped red whiskers shone like a field of yellow sunflowers in August. His general complexion had a croconic tinge. He appeared to be a man of rather stout body, gravely venturing forth on pipestem legs. Whatever defects of person he may have had, his tailor-fitted suits were not defective either in fit or color.

And this man thought he loved Miss Mollie Pitcher, the black-eyed, beautiful Mollie. She was twenty, in comfortable circumstances in life, disdainful of all the canons of society. She permitted his attentions in a regular way, and everybody said it would be just like her to marry him in a whim sometime.

But the dash of Ledger, the baggage-master, pleased her. He was a better proportioned man, she thought, and had less of the Pickwickian distinction about him. There was less of the regulation society limitations to his conduct, and this pleased her. The fact is, Miss Mollie, young and hoydenish, was disposed to favor both a little. And Ledger knew it, but Van Soon did not. With Ledger she romped; with Van Soon she talked. She always dressed like a queen.

The afternoon of the day when the bet was made between her two lovers—it is sincerely hoped that no young lady of uncertain age who reads this will say she was foolish to have two lovers—that afternoon she was driving on the streets of the metropolis, and she picked up Ledger, who was walking along the pavement. She drove up to the sidewalk, and he stepped into the carriage with her.

He at once told her of the bet.

"Capital!" she shouted in great glee.

"I'm going to win," said Ledger, "and if I don't you may shoot me for a goslin."

"If you do, I'll marry you on the spot," she said, like a flirt or a tease.

"Better still; I'll win a snug little sum and a wife both at one pull of the bow. See?" And Ledger laughed like a country boy at an apple-paring. The carriage rolled along with a pleasure-giving motion. Both occupants were happy.

"What a funny bet it is," she laughed.

"I'm no galoot. I'm bound to win."

"Of course you will," looking at him in a side glance. She touched the horse with a whip and he spurted up a little.

"And win you, too."

"Of course you will." Her silvery laugh gur-

gled up as from a fountain of laughter as she said this. The plain broad-brimmed hat shook on her head like a piece of bathybius from the good ship Challenger. Ledger liked her offer of herself extremely well, but the jest she put into it was as bad as "Rough on Rats," or some other public-gulling patent decoction. That—that jest, was worse to him than Mary's mathematics were to Major Jones, who got mad enough to lick Mr. Mathematics, about whom, Mary, who had been off to school, talked till she got the Major jealous. But he responded in kind:

"Let's shake on this."

"Here's my hand on it." She still laughed as if it were an overflow of youthful vivacity, which must perish with the coming of the "evil days" that have "no pleasure in them."

They shook hands. Their eyes met. She saw the fire in his. She was flattered by his flaming love. Her little foot stamped the bottom of the buggy as she withdrew her hand and shouted to the horse to go on. The horse was going fast enough.

"It's a bargain," said Ledger.

"One that either may back out of at will," and again she laughed. All she had built up was dashed down rudely like a cob-house sent flying with a kick of the foot. What a girl Goodness gracious! a romp! She'd jest with death himself, he believed.

"But this one sticks," he insisted.

"Of course it does."

"Consider yourself from this on as Mrs. Ledger," he said, pretending all the time that he enjoyed the joke as much as she did. But he did not. And she really enjoyed it.

"All right, hubby. I'll take your orders now for breakfast." The phaeton rambled on over the stony street. Multitudes of people now were on the thoroughfare. Every nondescript of vehicle was passing. She drove in and out with great skill.

"You may get up first, make the fire——"

"Halt! I draw the line there. No fire-making in mine, I tell you right here. May as well begin right with a husband as not, and then it's easier always to keep right."

"Get me ham and eggs and all that goes with them as trimmings," he went on, as if he had not been interrupted at all.

"I'm afraid our air-castle's gone, for I'll never do that for the sweetest man that lives," she broke in, at the same time showing her pearly teeth and looking archly at him.

"Look here, my pretty ducky, I'll allow none of this rebellion in my household. See?"

"Xanthippe would have you understand that her

Socrates must say *our*, and not *my*. *My* belongs to her alone."

"Well, how about *our* bargain?"

"*Our*! Well, now, that's good."

"It is *our* bargain then?"

"It is."

They drove out of the throng. They soon reached her home. A porter took the horse and carriage. While they passed a final word at the steps before Ledger should depart, they were astonished to see Mr. Van Soon drive up. Mollie winked to Ledger and nodded her head toward the house, as much as to say she wanted him to remain and see some fun.

But there was just a little bit of jealousy stole into his heart as he beheld Van Soon drive up so complacently and confidently, and on the ground of attention to the details pertaining to the success of his bet, he excused himself and hurried away. Mollie saw through the tarlatan or film of his excuse, and she sent an explosive bit of laughter into his ears that made him feel he had been hit with a stuffed club. Contenting himself with a smiling look at her, he walked off without saying a word. Van Soon was disturbed by the mysterious laugh. But Mollie could easily do many things that would be positive rudeness in girls of different temperament.

Van Soon went in.

They sat and talked sedately and primly for an hour, and after he had gone away for the life of her she could not remember anything that was said. So interesting was their conversation! O, yes, she did remember, that he said something about a bet with Ledger, but the memory of it was as indistinct as a photograph that has been in a heavy rain. It was Ledger who made the impressions on her rollicking mind. That "bargain" was uppermost. She did and she didn't want Ledger to succeed. But O, pshaw! as she said, she can annul it at any time.

"It's all a real funny thing, after all," she mused.

By the next evening Ledger had his plans all developed, and all the little specific details clear in his mind. He was elated over it. It could not fail. With a mind saturated with his scheme he sought Mollie Pitcher to tell her all about it. Her sympathy and approval would imbue him with enthusiasm, which is the chief ingredient in success.

Sitting in the same elegant rocker which held Van Soon's tailor-decked frame the evening previous, Ledger in loud, earnest, rather boastful words unfolded his scheme. He was not a little demonstrative with it. Once or twice he drew his index finger along the carpet in illustration of

something. A smile had perched serenely upon the rosy-cheeked girl's sweet face. It was all "so funny" to her. You know most of girls these days overwork the word "funny." When you hear girls do that, set it down for a truth that their vocabulary is very limited.

"I'll tell you, Mollie——"

"Well!" There was no rule by which she gauged her responses. But she was not laughing at him. She looked up with a hoydenish smile.

"O, please let me tell you." He was gazing fixedly into her black eyes to see how much doubt and laughter there were in them. He saw none.

"Well, go on, Jam."

"I'm going to Chicago by express."

"No!"

"Yes."

"They won't take you that way."

"I'll make them."

"How?"

"Listen. I can do it. I'm going there by express or know the reason why. That's settled." His right hand made a complete circuit around his head.

"I'm waiting." Mollie was provoking.

"Now don't you peach on me, will you?"

"Of course not, Jam. What do you take me for?"

"An angel, of course, if that's what you want."

"Softly, now," said she, walking to the window, "go on, I'm listening."

"I'm going to be put in a large box, hauled to the express office, tagged or marked, and start on my way rejoicing."

"But how will you live while on the way?"

"Take food along in the box, of course."

"How will you sleep?"

"Take a bed along and sleep. Have a jolly good time all by myself, day and night. Couldn't I scare the express-messenger some dark night while flying along by bursting out of the box?"

"But you won't do all this. Will you really go that way?" She walked back and sat down and fanned herself vigorously.

"Yes. Why not?"

"Suppose you should be discovered before you got in," she suggested.

"Try some other way. You can bet on me every time."

"Suppose I tell Van Soon your scheme."

"Don't you dare do it," in a mock threatening manner.

"But I can."

"But you won't."

"Don't be too sure. Van Soon and I are the very best of friends." He did not like to hear her say this.

"But remember *our* bargain," rolling his head back and to one side as one in infinite jest.

"I remember. Perhaps that *may* be the very reason I want to tell. You don't know." She lifted her eyes in such a way as to show a great deal of white. It was a comical look. She also leaned forward as if writhing with internal amusement. Mollie was a "gay old girl," as Ledger confessed to himself.

"I don't believe it."

"A fig for your belief," she said, suddenly changing her tone and manner to a Greenland temperature—all assumed. She was the greatest mimic in the world.

"Come, Mollie, don't freeze a body," as if begging her good favors and yet issuing a command. He leaned forward carelessly.

"I like a little ice occasionally."

"But not in your coffee."

"In my tea, for instance."

"But this is coffee," he said.

"It's very weak tea," she remarked in quick response.

"Come, Mollie; listen to me," he said, as he changed his seat to her side.

"Indeed, I could have heard you at arm's length away," she said in criticism of his movement. But she was not displeased. She was only pretending to be "Miss Mollie, hard to please."

"You could, but would you?"

"Why not?"

"That's what I'd like to know," he said quickly. It disconcerted her a moment.

"Proceed," she requested at length.

"All right—gladly. I'm to go to Chicago in a box—expressed as goods for one of the many firms there. The express company will deliver me inside of the grounds as a part of the exhibit. So you see it will cost nothing to get in, and the bet is mine. See?" There was a taint of silliness in his grin as he pronounced the last word. That Mollie did not admire.

"See what?" she snapped out querulously. It was all a mere pretense.

"O, well, now!"

"Where the chicken got the ax; where the bottle got the cork," she gurgled in silvery laughter, changing her manner as suddenly as a professional elocutionist.

"O, come off your high perch," dropping easily to current slang.

"What is it to you," she rolled back.

"Now, do let me tell you."

"I'm dying to hear," and she arose and sat in the seat he had just vacated. Her hands were folded in a sort of helpless manner, as if she were appealing for mercy.

"I ask that you will have me shipped, take the receipt from the express company when they receive the box, and see that I am sent 'col.', that is collect at the other end of the line or destination of the goods. I can't attend very well to my own shipment, you see, when I am nailed up tight in the box. Then it would be best for me to be taken right out of your yard. Ill fix the box, put the address on it and all. I want your own little hands to nail the last board on after I get in, ready for shipment."

"I'll do it." The wild scheme made her fingers tingle with emotion.

"Good! Shake!" And he sprang up and caught her delicate, soft, white hand in his. He did not know how hard he squeezed it, in his excessive delight.

"Save the bones in my hand, please," she said, in not a little pain.

"The bet is mine, and you are mine," still holding her hand and standing over her.

"Ah, there, now," she ejaculated, and pulled away her hand.

"I'll get ready to-morrow, and you can nail me up and ship me the next morning," backing away to his seat and sitting down.

"I'll be glad to *ship* you," putting the slang meaning into the word "ship." He understood, and tried to look pleased.

They said many more foolish things like those recorded, and in time he left the teasing Mollie and sought his downy pillow.

Miss Mollie thought this was the "nobbiest" scheme she had ever heard of. It was exciting to her, because she was a participant in it. Would she "give the snap away" to Van Soon, and spoil this well-planned affair? Not for millions of worlds!

Ledger was to box himself up on the back latticed porch of Mollie Pitcher's home, and she was to superintend the work and help arrange for his comforts while in the box. They would take the whole day for it and do it well. But

"The best laid schemes o' mice and men  
Gang aft a-gley;  
And leave us naught but grief and pain  
For promised joy.

On the very next morning, just as Ledger was preparing to leave his boarding house to begin the preparations, a messenger boy brought him a sealed note. Standing at a window with a wooden toothpick still between his teeth, having just finished his breakfast, he hastily tore the note open and read it. It ran—

Dear Mr. Ledger:—Have just received word that an aunt of mine is dead in Buffalo, and we start in one hour. Sorry this interferes with your plans. Will be back before the limit of the

thirty days expires. Hope to ship you yet by express to Chicago, Van Soon or no Van Soon.

MOLLIE PITCHER.

"Goodness! Did ever!" he exclaimed, snapping the paper impatiently with his finger and unconsciously twirling the wooden toothpick away. In his own language he "was all broke up." He first turned his back to the window, but gazing into the room brought no relief to agitating sensations. Then he turned his face to the window, but saw nothing outside. He ran his hand over his close-cut hair.

"Confound the luck—I say! I can't wait on her aunt. She had no business to die just now—might have put it off a month. I can't wait. But I'll have to. She's in the secret and wants to do it. What will I do! Always my luck. Why, there's five thousand dollars and—a girl to win in this bet. By the gods, she must come back in time. But can I wait and take the risk of losing all? She says she wants to do it. I'm willing, but I can't wait always. My heavens, this won't do!"

He cantered across the room like a horse with the sweeny. He raced around like a caged monkey. As the little boy said once, "he cut up Jack."

"Here I've got to plan it over again. And if I don't wait on her I lose the girl. See? And if I do wait on her I may lose the girl. See? Bless my soul, this won't do! Be back before the thirty days' limit expires! Now, if I lose this great bet, it'll be because there's a woman at the bottom of it—just as always. She lost man's certainty to heaven. And yet we frail men go on loving 'em just the same, and can't do without 'em. God bless 'em all. I don't know what to think. I don't know what to do about it. I'm all broke up. O, fiddlesticks!" He stamped his foot on the carpet till a little cloud of dust arose. The palms of his hands came together with a pop. His eyes glistened under the spell of dissatisfaction. He caught the skin of his face in a fold and pulled it out as far as he could, until pain compelled him to desist. Then he rammed his hands in his pockets furiously. He was in a "state," if the slang is allowable here.

"Tell you what it is—I'll telegraph her to-morrow to inform me of the lay-out, and when she'll be back. I can wait that long."

After reaching this conclusion he felt a little easier. A ray of light shot through the sky.

The next day he sent a telegram. What a time of waiting he had of it! No answer was received until the day succeeding his telegram. And then he read:

Aunt is to be buried to-morrow. Not decided yet what we will do. Let you know in time.

MOLLIE.

There it was—still undecided. Now, perhaps after all this was a ruse of hers to defeat him. The more he thought of it the more it appeared probable to him. The false thing! No doubt she told Van Soon all about it, and they were snickering in their sleeves over how they were "working" him.

The next day after her first message she sent the following dispatch:

"Don't do anything till I come. I'll be there."

This was all—very brief. It seemed to him more and more like a deep-laid plot. He did not want to think Molly guilty of complicity in a plot to defeat him, but the oftener he read this telegram the more indefinite it became. At last he said she was guilty, then he said she was not. She was a "deceiver ever," and then she was as innocent as a lamb. Already six days had expired since the bet was made, and now there seemed to be no point of time at all when he could start. It might be said of him—

"A poor soul sat sighing under a sycamore tree;

Oh willow, willow, willow!

With his hand on his bosom, his head on his knee,  
Oh willow, willow, willow!"

He was not exactly forlorn, but he was sorely noplussed. He wanted the girl and he did not wish to disobey her specific orders. To do so would be to cut his own head off close to his shoulders. The problem was to win the bet and the girl both, and just now that seemed as difficult as the squaring of the circle. At last he came to the conclusion that he must win the bet at all hazards, with or without the girl. Having reached this conclusion he felt some relief.

On the seventh day after the bet he visited his friend and backer, Nel G. Walfield. Of course Walfield knew all about the plan of going by express, for the two men had talked it over very fully and understandingly.

"Now, don't be too impatient," counseled Walfield, who was a very cool-headed fellow.

"Great heavens, man, I can't wait always and lose. But then I don't have any other idea but I'll win, of course, for I never fail when I make up my mind in earnest to do a thing. But what's the use of waiting, I'd like to know? The time is ripe now to go."

"O, you can wait for twenty-five days and then make it all right—lots of time then, and to spare."

"Die, if I had to wait that long. I want Van Soon's money before that time."

"If she don't come then, I'll ship you and see that you get started all right."

"Well—if you'll do that."

"To be sure I will. I don't want to lose my money, of course. You just rest easy."

Walfield was so confident that Ledger was somewhat reassured.

The great, long, heavy days stole by all too swiftly for Ledger. It seemed that every one was a piece clipped off his heart. But they slipped by into that everlasting abyss of the past, and were gone. He fretted and fumed and fussed to himself over their flight, but then Walfield would see that he got started off in time.

Finally the twenty-five days expired, and only five remained in which to carry out his plans. What if something should go wrong on the way? He would then simply lose the bet and Walfield's money, and Walfield would be responsible for it. He counseled waiting. That would be all. Girl and money gone.

Not a word had been heard from Mollie after her second telegram, and Ledger was more and more inclined to think she had planned all this to defeat him. Perhaps Van Soon concocted the whole thing, and she was but the instrument in his hands. Very strange that she sent no more telegrams, nor a single word in any shape to advise him as to the causes of her delay or as to her whereabouts. It seemed that her last telegram was a mere decoy to hold him off. "Don't do anything 'till I come," she said; "I'll be there." But here the days had slipped by and she had not come. "Something is rotten in the state of Denmark."

Something wrong about this. Something savors of a trick. It was hard to think Mollie guilty of anything deceptive toward him. He had had such supreme confidence in her honesty. But now the indications were he would have to give her up forever. If she were a traitor, Van Soon could have her. But it did hurt him to have to give her up.

He naturally lost confidence in her because of this, just as a simple-minded child does in a person who has told it his first falsehood. He did not want to lose confidence in her, for he loved her far better than he did Van Soon's filthy lucre. She was a girl after the manner of his own heart.

Then the idea that she had "played" him, had made a fool of him, had made a "bargain" with him and "gone back on it," stung him to the quick. To be deceived by her—it maddened him. She seemed to be honest in her intentions in this matter, but—

"Woman's at best a contradiction still."

Like Byron, he felt now, with the situation as it appeared to him, that he would as soon

"Believe a woman or an epitaph,

Or any other thing that's false,"

as to trust farther in Mollie Pitcher's love for

him. She had allured him on by false indications, while in collusion with Van Soon. He might have known it, for Van Soon was a frequent visitor to her home.

"Curse the luck," he said angrily to his friend Walfield on the eve of the last of the twenty-five days. He was raving mad.

"Never mind, now," coolly returned Walfield.

"Why, man, I must mind. Only five days to get ready and go in. Suppose I should get into a wreck, or be missent, or found out, or overlooked somewhere on the road, or all of these should happen to me—why, you'd lose your money and—and—I'd lose the girl."

"Look's now like you had lost the girl. Now I know you'll win the money."

"Of course I'm not going to lose the money, not a bit of it—couldn't afford it. I'll win as sure as I live, now mind me, girl or no girl, so help me Jehosaphat." And Ledger struck his fist into the other open palm till they popped as loudly as the hands of an enthusiastic country minister do when he is explaining the gentle subject of "love" to his spell-bound audience.

They set to work this same evening to prepare the traveling-box home for Ledger. They hoped to get ready and make the shipment by express before 10 o'clock that night.

Sometimes these cocksure fellows miss it as well as other people.

TO BE CONTINUED.

## THE INDUSTRIAL VORTEX.

(NO. 4.)

BY JOSE GROS.

About 100 years ago our Thomas Paine declared as follows: "The least that civilization owes to every new born is that they should have the same right to the land they would have had if born among savages." This sentence ought to have been engraved in large golden letters in front of every church building large or small, as well as inside, face to face with all worshippers. Also in every square of every city, town and village. Also outside and inside of every public building, of every school and the like. It would not have done any harm even if that sentence had been printed in the flag of every nation as well as in the dining and seating room of every home. Some may say, how foolish! Yes, what is folly in the eyes of men may be wisdom in the eyes of God.

And it is about 100 years since that sentence was uttered. And it was applied to our infant nation not long after we had asserted our rights of self government against the aristocracy of Great Britain. Thomas Paine, fresh from what he had seen in Europe, was already conscious that our own civilization rested, from its inception, on the very basic crime that had cursed all previous civilizations. But we had then so much land at our disposal, in proportion to our scanty population, that the sentence in question did not seem to have any application to the conditions of that period. Just as if wrong was not always wrong, no matter how lightly it may be felt at the beginning! Just as if the seeds of many fatal diseases were not planted in our systems when young, young as individuals or nations!

We often refer to the early periods of our national existence as if that was the golden age of humanity! It happens, with young nations,

when they first spread themselves over the vast fertile solitudes, what happens to every one of us between 15 and 25 years of age, if we don't have to work hard for a living. We feel as if we could perform every blunder with impunity, and we do for awhile, but only for awhile.

It stands to reason that as long as broad acres of choice quality can be had on slight tribute, a few millions of peaceful people shall flourish under any industrial and political system they may see fit to desire. They may have many fatal weak points, such systems, but conditions being yet so favorable, in the order of nature, the artificial ones shall be partially overcome for a certain length of time. And yet, when we patiently study the development of the times we are referring to, we already notice the germs of all our present evils, political and industrial. As a matter of fact we find more than the germs. We find the diseases themselves, less intense than to-day to be sure, but giving trouble enough all around, and not much of anything else.

Distance lends enchantment. It softens all that is ugly. It increases the beauty of all that is good. Perhaps it is owing to that that men have always tried to locate the golden age far back, long ago. But when we do go far back, guided by the light of history, the golden age recedes and proves to be a mirage.

When the writer was visiting Rome, about thirty-five years ago, he came now and then across the engravings representing the monuments he had just passed and admired. The first impression often was: How beautiful! The second one was: We saw the model, the reality, one hour ago, or yesterday. Well, the reality was more or less surrounded by the human de-

formities of every large city, while the engraving was not. Something of the kind happens to us when we look back into history. If we fix our eyes, the mental eyes, on what was best at that time, we then say: There is the golden age, even if but relatively speaking. If, on the contrary, we look on the worst features, then we fall into a paroxysm of self infatuation about our glorious modern progress! It is the ensemble, the grand fatality of facts in each period, with the needs and aspirations of the day, that alone will give us a correct picture of each social status. That alone shall evolve precise conceptions of each stage of human growth, or rather in the unfolding of human nature, when we insist upon developing according to our own fancies, instead of trying to adhere to the divine organization in the universe.

We can, from the preceding paragraphs, arrive at the conclusion that human progress can accomplish mighty little as long as it fails to accept and realize the truth so beautifully expressed in the sentence we have been dwelling upon. It is a progress based on human fancies, on selfish perceptions, on mean, narrow aspirations. There is no spirit of human brotherhood in such a progress, no high ideals whatsoever. It is simply a refined barbarism, a polished savagism. We may accumulate wealth in vast quantities. We may have enormous displays of power. Art and science may flourish; but what of it? All the same the social structure shall be erected on the crater of a volcano, where we can never be sure of what may happen to-morrow. The morrow of nations means in twenty, in fifty in one hundred years from now.

The writer is old enough to remember what the most solid men used to say, but thirty years ago, and even but twenty-five years since. They would have ridiculed any one suggesting but half the troubles we have been suffering in the last ten years, even if they had been mentioned as but a possibility in many years from to-day. As a matter of actual fact, not even a pessimist could have foreseen, twenty-five years ago, that we would be to-day, as we are to-day, in the same industrial vortex as all other nations, if not worse than some of them. And we are at least worse because we all realize that we should not even be half as bad as all other nations, on account of the magnitude of our natural resources, the immense advantages of our geographical situation, and the apparent ease with which the people here could rectify conditions, because of our more advanced political system. In many respects our troubles are really exasperating and most perplexing. Because of that, they generate the most intense discontent

among the many, and a species of criminal indifference among the classes.

With most men, the ignorant as well as the wise, it is hard, very hard to acknowledge that all at once we need a radical change, in political or industrial conditions. We have so often proclaimed the superiority of our institutions, the much higher manhood we were evolving under our own ideas of what we owed to each other as citizens of the same nation, that we would like to find an easy way with which to patch up all our troubles. Hence the different groups of men bent upon surface or impracticable reforms.

Looking back into human history we can find that surface reforms do nothing at all in the end. They simply stop some surface leak, and leave the bottom one as broad as ever. And that bottom leak is bound to grow larger as civilization advances. We refer to that incomplete civilization in the midst of which new human beings are constantly being born without the rights they would have if they were born among savages. There we can find the bottom leak in question. Even if there was nothing else wrong but that, in our social compacts, that alone would make them stand self-condemned in the eyes of God. And if you want to suppress God, then they would stand self-condemned in the eyes of men, if by men we mean beings capable of rising above the wild beast in the forest, capable of discriminating between right and wrong.

When we stop to think about it, the atrocity in question assumes a boundless magnitude. All other imaginable crimes dwindle down into peccadillos, small sins, face to face with that of millions of human beings born every day without any more rights to natural elements than if they were dogs. Worse than that. We generally keep our dogs more comfortable than many of our working brethren. No wonder we have what we call socialistic schools, claiming that society has the right to control all wealth. No wonder that we have anarchists claiming that all human laws should be suppressed and no other laws be enacted.

To give to some men the control of the natural elements on which all must live! To prostitute human law so as to make it declare: The few shall be potentates, rolling in wealth, and most of the rest shall be beggars, since they shall only be able to live under the conditions and in so far as the few may determine! Take now the double fact that the supply of land is fixed, and that population is subject to constant increase. Hence the number of beggars must increase, under the social status that all civilizations have established. And yet most men are trying to improve conditions

or imagine that conditions can be improved without in the least taking cognizance of that *land monopoly*, that bottom leak which is bound to grow larger and larger as years and centuries roll by, because of increased population by God sent on earth with certain rights to the equal enjoyment of God's planet, rights that the social organism sees fit to repudiate!

When a building shakes it is because the foundations are rotten, and no amount of fussing or improvements in the attic or lower floors will be of any avail. Apply that to the social building. Every social turmoil, every political or industrial disturbance indicates something rotten in that same thing that we call civilization and progress. What can that be? Look down towards the bot-

tom. Don't let your eyes stop at *capital*, the creation of labor, nor at *money*, the creation of human law. Below all that you shall find something created by the *Divine fiat, land*. There you have the foundation of the social building. That building shakes, that building has always been shaking because of—a wretched land distribution. Suppress that evil. Give to all men what belongs to them all, and you shall then have sound, solid foundations on which to erect a solid, sound social structure. No vortex, no tornado, no hurricane shall then be powerful enough to shake the social compact, although certain retouchings now and then may be needed to increase the beauty and symmetry of the whole building.

TO BE CONTINUED.

## PROPORTIONAL, OR MINORITY REPRESENTATION.

BY H. P. PEEBLES, M. D.

A generation ago "minority representation" was one of the leading reform measures of the day, and was discussed frequently by many leading reformers; but other problems attracted the attention of the public, and until very recently, the subject seemed to be forgotten. It is probable that the main reason for its disappearance as a reform issue, sprung from the fact that no practical plan was promulgated or agreed upon to carry the principle into effect.

The fact that a plan for proportional representation is in successful operation in a province of the Swiss republic, may, however, revive this important reform, and make it one of the leading questions of the day.

The ethical justice of proportional representation in legislative bodies is so apparent that it needs no discussion.

Under our election laws it is not only possible to practically disenfranchise a large minority, but by the skillful use of the "gerrymander," it is possible to disenfranchise a majority. By the use of this method of districting a state, it has happened more than once that the majority in the legislature represented the minority party in the preceding election.

The old American proverb that the majority must rule is good enough, but let it rule in exact proportion to the majority.

By ascertaining how the national congress stands in relation to the votes cast by the political parties that elected that body, we may see more plainly the injustice of existing election laws.

The 51st congress (the one that enacted the McKinley tariff law) consisted of 164 republicans

and 161 democrats. Had representation been proportional to the votes cast, there would have been 163 democrats, 154 republicans, 5 prohibitionists and 2 labor union; a radical change in the political complexion of the house, and, in all probability, the McKinley act would not be the law of the land. The 52nd congress consisted of 227 democrats, 99 republicans and 9 populists. If the popular vote was represented, the republicans would have 141 members, and the democrats, instead of having a majority of 119 over all opposition, would have a plurality of 31, with the opposition in the majority.

In particular states where the "gerrymander" has had full play, the injustice is much more apparent. In New York 500,395 democrats elect 23 congressmen, and 421,403 republicans elect only 11. In New Jersey, 128,417 democrats elect 5 representatives, while 114,808 republicans elect only 2. In Ohio a minority of democrats casting 350,522 votes, elect 14 members, while 360,624 republicans send only 6. In many of the state legislatures the evil of the "gerrymander" is even more apparent.

These illustrations show only the direct evil of the system, there are indirect evils that cause greater injustice and strike deeper at the root of popular sovereignty.

A political party, known to be in a hopeless minority, never receives the votes that its principles honestly entitle it to receive. Thousands vote against their convictions and surrender their principles on the ground that they do not want to lose their votes. The average voter feels that his vote is lost unless cast for the winning side. How often has the earnest reformer, the prohibition-

ist, the greenbacker and the populist, received the following reply in answer to an appeal for support: "I believe in your principles, would indeed make some sacrifices to see you succeed, but I cannot afford to lose my vote." Party organs recognize this fact, and immediately preceding an election their chief duty is to prove that the opposition has lost all chance of success, and their own party is sure to win. This argument has probably changed more votes and won more close elections than any proof of the honesty and integrity of the winning side. Under the system of minority representation this weak plea of the politician would be useless, "gerrymandering" would be one of the lost arts, and every vote would represent the convictions and principles of the voter.

A brief account of the reasons that led to the adoption of the new system in Ticino, how it was applied and how it has worked, may be interesting. As a theory, minority representation has always been popular, and we now have an opportunity of examining into the practical workings of the system.

In Ticino (the Italian province of the Swiss republic) the two political parties have been very evenly divided for years. Out of a total poll of from 22,000 to 24,000, the winning party had an average majority of from two to three hundred votes. A few years ago, under the skillful use of the "gerrymander"—they must have engaged an Ohio politician—the minority party was almost completely deprived of representation in the national assembly. In a total of 23 deputies the large minority was allowed but two. The minority party was composed almost entirely of the working classes, and after several repetitions of this one sided election process, the excitable Italian nature broke out in mob violence, successful candidates were compelled to flee from their homes, and returned to find windows broken, doors smashed in and other evidences of unpopularity. The riots assumed the proportion of an armed rebellion, and federal troops were needed to suppress the excited minority. The discontent was so general, and threatened to assume even larger proportions at succeeding elections, that a special session of the Ticino assembly was called to prepare some plan to obviate future danger.

A committee reported an amendment to the state constitution, giving the outlines of a system of proportional representation. This was submitted to a vote of the people on Jan. 2, 1892, and received the requisite majority. The election of 1892 was held under the act. According to local newspapers it was the first orderly, peaceable, fair and satisfactory election ever held in

the canton. It has given such general satisfaction that there is but little doubt that it soon will be adopted by the other states of the confederation.

We cannot in this brief article give more than the general outlines of the system, but the following items are the prominent features of the law. The state is divided into election districts, each district electing seven deputies. Each political group selects a list of candidates. Every voter votes for seven candidates; he can vote for candidates on different tickets, but cannot cumulate his vote on one or two. The sum of all votes cast is divided by seven, the number of candidates to be elected, and the result forms the "electoral quotient."

Any group (political party) that casts a sufficient number of votes to make an "electoral quotient," will select one candidate. Each group is entitled to as many deputies as the number of times the quotient is contained in the votes cast by the group.

These brief headings may give an idea of the novelties of the Ticino method, and show how easily the principle of proportional representation may be applied to the election of all legislative bodies.

For the election of the legislature, a state could be divided into districts, each district electing nine representatives. Each political party could nominate three, five or seven candidates—naming as many as they could reasonably expect to elect. The party ticket could be printed according to the Australian plan of secret ballot. If but two parties were in the field, the canvassers would simply divide the whole vote cast by nine. The electoral quotient thus obtained, would be used to find the number of representatives each party was entitled to receive by dividing the vote of the party by the quotient. In case there are only enough full quotients in the vote of both parties to provide for the election of but eight of the nine to be chosen, the additional member will go to the party having the highest remainder short of the quotient required. In this way each party will elect the exact number of members that its vote entitles it to receive. Scratching would be as effective as at present, for no member would be elected without receiving the full number of votes required to make the quotient (with the exception noted). With several parties in the field more arithmetic would be required, but the same method would work out the same proportionate result, and every party strong enough to cast the vote required for the electoral quotient, would elect one representative.

Among the many reform issues that are dis-

cussed by the general public, proportional representation should be placed in the front rank.

It should be given a prominent place because many of the leading reform questions of the day can only receive due attention after its adoption. The socialist, the single-taxer, the prohibitionist and the greenbacker, should join hands in de-

manding this reform. A combination of the minority parties would make a majority.

The evils of the "gerrymander," that every honest man deplotes, the weak plea of the politician, "do not waste your vote," that everyone should detest, can only be abolished by the use of minority representation.

### ADVANTAGES OF ORGANIZATION.

During the recent convention of the Brotherhood of Railroad Trainmen, held in Boston, commencing October 16 last, Hon. Edward A. Moseley delivered before that body the following address upon "Organization, its Necessities and Advantages," which will be found to be of interest by the members of all orders of railroad men:

*Grand Master, officers and delegates of the Brotherhood of Railroad Trainmen:*

LADIES AND GENTLEMEN: It is difficult for an audience to disassociate a speaker who holds a public position, from the office which he occupies. I do not appear before you to-day as the secretary of the Inter-State Commerce Commission, but speak to you as a private citizen of our common country, and as one interested in all that affects our fellow countrymen; and, particularly the railroad employes, whose representatives you are, and whom I have the honor to count among my friends.

I desire to address you to-day upon organization, its necessities and advantages, particularly to railroad employes; the benefits to be derived, and its uses. I have seen it somewhere stated that such organization serves several distinct purposes. *First*, it is a combined mutual life, health and annuity society. *Second*, it is a society for the insurance of regularity of employment. *Third*, it is a combination of men who, by clubbing their resources, place a reserve price upon their labor.

The public mind in regard to labor organizations has lately undergone a great change. It has been well said that a few years ago "if a hundred workmen agreed to act together, as far as possible, in bargaining for the sale of their labor, they were denounced as combining to limit freedom—even when they did not interfere in any way with the liberty of other workmen, but merely deprived the employers of the freedom of making bargains with the one hundred workmen, one by one. But the employer himself was allowed to unite in his own hands the power of hiring a hundred or twenty hundred men, and if he had not enough capital of his own he might take others into private or public partnership with him.

And, therefore, there was not only a class injustice, but also a logical conclusion, in prohibiting combinations among workmen, on the ground that free competition was a good, and that combination, being opposed to free competition, was, for that reason, an evil." But I think public opinion is rapidly coming to accept the conclusion that nothing is or should be illegal if done by workmen in combination, which would not be illegal if done by any one of them separately.

This doctrine was judicially laid down in a recent opinion by Judge Mitchell, of St. Paul, and one of the "Ann Arbor" decisions goes so far as to say in terms, that a railroad strike is lawful, unless it takes on the character of a "boycott." Judge Speer also recognized the right of engineers to deal through their organization with the receiver which the court had appointed. Not only the federal congress but the legislatures of fifteen states have sanctioned the organizations of labor by legal enactment—at least one, the State of Ohio, going beyond mere permission to organize, and guaranteeing and protecting such right by punishing interference therewith with both fine and imprisonment; and a Michigan law intended to protect railroad and other corporations, has the significant proviso that the act shall not apply to persons voluntarily quitting the employ of such a corporation, *whether by concert of action or otherwise*. Much ado has been made over late decisions construing the anti-trust law to prohibit active combinations of railway employes. The fact is that a combination of labor cannot *directly* restrain trade. To do so a set of men must have the power of controlling trade. The laborer alone or in combination cannot do that. An association of workmen may have some, and often a powerful, effect upon trade; but so does the action of banks when by agreement they refuse to continue to discount, to extend maturing notes and even refuse to pay cash upon depositors' checks, as has been lately shown. Nobody has criticised these bank agreements as a restraint of trade in violation of the anti-trust law. The anti-trust law was intended to prohibit oppressive combinations of those who control the

commerce of the country. Labor never sought or claimed to control commerce. It has been content to be its self-respecting handmaid. Neither do the courts agree upon this point. Judge Riner of Kansas holds, and his decision has recently been sustained by the circuit court of appeals, that railway agreements are not covered by the anti-trust law. If that is good law, agreements between railway employes are clearly exempt from the provisions of that statute.

The general advantage of organization on the part of railway employes was forcibly shown in the last session of congress, which passed a measure designed to reduce to a minimum the casualties to railway employes liable to be crushed in coupling cars or to be swept from the tops of cars under the old system of hand brakes. I confidently assert that this measure never could have been passed if the railroad employes of the country, through their several organizations, had not stood all together and, in no uncertain terms, demanded this legislation in their own interest and in the interest of humanity. But it *was* passed, and now stands not only as a measure of incalculable benefit to the railroad employe and those dependent upon him, but as a monument of what organization can do despite the influence of money and of a powerful lobby arrayed against it.

This is not the only measure the railroad employe would ask of the government. For instance, the proper blocking of frogs may be mentioned. While in this superb old commonwealth, and in several other states, there are laws requiring it, still, the necessity for further state and national legislation, is apparent and urgent. Within the last few months, in the freight yards at Washington, literally under the shadow of the national capitol, men have lost their lives through the failure of railroads to provide this comparatively inexpensive and simple safeguard. The blocking of "frogs" may appear to some people to be of trifling importance. And so it is, as to the outlay that would be incurred by the railroad companies. Not so trifling, however, to many an unfortunate employe, of whom we read almost any day, held fast in a death-trap, and the next instant ground to a bleeding mass.

Nor are railroad men the only persons who are in danger from unblocked frogs. True, the law prohibits anyone not connected with the railway service from walking on the tracks, yet it is frequently violated, and oftentimes by innocent children. A distinguished friend of mine, holding a high official position in this commonwealth, had occasion a short time ago in connection with his duties, to visit a town not many miles from Boston. As he was passing a railroad track which

ran through one of the streets, he noticed a little girl of about five summers sitting on the rails. Knowing that a train was due about that time he spoke to the child, and told her to get up. She made some answer which he at first did not understand, but finally realized that she said in her imperfect way, "I have caught my foot, sir!" Going to the child he found her foot tightly wedged in one of the frogs. She was speedily extricated from a perilous position, but only a few moments before a train came rushing along. The child might not have been run over, but if she had escaped, it would have only been through the interposition of Divine Providence working through the care and skill and alertness of the soot-covered engineer.

Again, the railroad employe requires further legislation in the matter of arbitration, and there should be an amendment to the arbitration act of October 1st, 1888.

But how can this legislation be attained? Every session of congress sees thousands of bills introduced. All interests and sections are knocking at its doors, and it is to be expected that only a small, a very small, portion of these measures which are presented to congress, will be favorably considered. But if eight hundred thousand men of one mind, under intelligent leaders who are true to themselves and those they represent, stand behind an honest and just measure, nothing can long resist their just demands, because

"Though the wind howls free o'er a single tree,  
Till it bends beneath its frown—  
For many a day it will howl away  
Ere a forest be stricken down."

Being just, the national and state governments will—with this irresistible force, aided by a properly awakened public opinion—pass all measures which may be necessary for the protection of this vast and constantly increasing array of toilers.

I have said that your organization, like other organizations of railroad employes, is a combination, in the first place, to insure its members in the three essentials—life, health and annuities. All praise to those great railroad corporations, controlling extended trunk lines, which, of themselves, have made provision in some of these matters for their employes. The Baltimore & Ohio, the Atchison, Topeka & Santa Fe, the Pennsylvania and some other companies have an excellent record in this regard. But the inherent defect of such organizations is apparent. When an employe withdraws from the company's service, his membership and all benefits therefrom cease. And of course it could not be otherwise. Such organizations are necessarily local. There is, obviously, no broad and comprehensive

bond of fellowship as among the various Brotherhoods of Trainmen, Engineers, Firemen, Conductors, Switchmen, Yardmasters, Carmen. Gentlemen, it is something for you to be proud of, that your organization is a Brotherhood whose members are found on every railroad from seaboard to seaboard—are found in every state of the Union, in the territories, in Canada, in Mexico; that you number over 500 subordinate lodges, with a total membership of 31,000; that your insurance in force is not less than \$23,000,000, and that you have paid over \$2,000,000 in death and disability claims, and nearly a half million for the year ending September 1, 1892. Another great work which your Brotherhood has accomplished is the establishing of rules and rates of pay and the making of wage schedules with the principal lines of the country. The improved conditions brought about through more liberal rules and interpretations of agreements have intensely bettered the condition of the men, while the increase in wages since your Brotherhood has been organized has been something wonderful. In all this the Brotherhood has been recognized by the railway managers as a potent factor more satisfactory to deal with than with the individual employé. Nor is this all. Your organ, *The Railroad Trainmen's Journal*, I venture to say, is carefully read by every brother, and he feels a glow of satisfaction in belonging to an order of such universality, intelligence and power. All praise, I say again, to those beneficent schemes maintained by individual railroad corporations, in behalf of their employés. But they cannot, from the very nature of the case, possess the far-reaching energy, influence and cohesion possessed by such brotherhoods as yours.

But I hear it urged: "Why should I join even such an organization, and so be deprived of my own freedom of action?" I say that by joining the Brotherhood you come to the exercise and enjoyment of rights that for years and centuries have been denied you and the workmen who have preceded you. It is argued by some that individualism is destroyed and merged in the organization. Nothing can be farther from the truth, for it is the highest exercise of your power—your individualism—to do what seems to each one of you fit and conducive to your interests. Are you joined together for sentiment? Are you joined together for material improvement? Are you joined together to better your condition? Are you joined together to oppose with full force the pressure of corporations? Then, whatever your motives—whether they are selfish or unselfish—

it is a matter of individual choice when you enter into the Brotherhood; and your continued action while within the organization is the exercise of your individualism in the highest sense.

Year by year the number of employers is decreasing. The whole tendency—the drift of the times—is towards combination and concentration on the part of the employers. There are only two forces in the bargain between employer and employé. Justice must be the desire on both sides, or one side must be as powerful as the other. Unless selfish interests are put aside, power must be matched against power. As has been said: "If the employés act individually, they divide their forces against themselves and forfeit all hope of a successful issue of the contest." With equality of power and force, on the one side and the other, there will follow the essential requisites of friendly relation—respect, consideration and forbearance. The employer and the employé can sit down together, and each in a spirit of a fully enlightened self interest, consider their rights and their duties as reasonable Christian men. We can all imagine the picture that will be then presented when this true relationship between employer and employé shall prevail. Till then, the organizations must deal with the corporations somewhat "at arm's length," but in what manner shall these great opposing forces treat each other in the struggle? Public rights must be respected, for both corporations and their employés are engaged in the public service. While it has been broadly asserted that the power of the wage-earner to mutiny or desert, is the germ of all improvement in his condition, this principle, however applicable in a general sense, cannot be fully applied in the case of the railroad and the railroad employé. Here certain obligations are due to the public which are not required in other industrial pursuits, and as these obligations are due to the public, so the public should, in justice, provide some means by which the disputes which arise between the employé and the railroad company, may be fairly and honorably settled. No other method seems so feasible as that of arbitration. There is now a law of congress providing for the incorporation of trades unions, or organizations; and, as I have remarked, a law providing for arbitration between railroad companies and their employés. But it seems that the latter law should be amended and perfected in the light of the experience of the last four years. This amendment can hardly be hoped for, unless it commends itself largely to the judgment of both employer and employé, because it would be futile to attempt to change a plan for settling disputes, by

beginning a dispute in the outset. But the power of the railroad brotherhoods acting more and more in friendly co-operation with the best and most liberal and progressive railroad managers will surely in the end bring about a perfect scheme of arbitration that will be an honor to both parties and a true conquest of peace.

Is there a common ground between the two sides? There is, when they shall adopt for their motto the phrase of the old Roman jurists, "I give, that you may give," instead of "you give all, while I give none."

Men strive and struggle for wealth; but after a man's wants are supplied the only satisfaction it affords is the consciousness of power — what he can do with his money. You, sir, and other executive officers of the labor organizations of the country, possess that same consciousness of power; but I believe you all recognize that you are purely the servants of those who have placed you in your several positions; that it is your duty to obey their call; that it is your duty to do all you can to serve your brothers in every possible and legitimate way; and that you are the servants of the humblest member of the organization, for you serve him also. You have all the conscious power which the general of an army has, or the admiral of a fleet, or the capitalist with his millions of money, and a vast deal more of responsibility, for in your hand is confided the welfare of thousands of the toilers of the earth and those who are dependent upon them. You have a trust, which, from my association with you, I am confident will ever remain inviolate. Your position is not on a bed of roses. While you are not to-day engaged in setting the brake, or handling the lever, or using the punch, or coupling cars, still your work is none the less hard and difficult, with all the weight of care which it brings, of duty which you feel you owe, not only to the employés you directly serve, but to the country and people, of whose manhood you are honorable and typical representatives.

It has been shown before the labor commission, now about concluding its work in England, that where the associations are strong enough to command the respect of their employers, the relations between employer and employé seem most amicable. For there, the employers have learned the practical convenience of treating with one thoroughly representative body instead of with isolated fragments of workmen; and the labor associations have learned the limitation of their powers.

This confirms what a prominent English economist has said: That the reason of strikes is rather because of the weakness of organization than be-

cause of its strength; since if the organization were powerful the corporation in self-preservation would listen to almost any reasonable request or demand, rather than precipitate a contest which would jeopardize the vast interests confided to its care and under its control. Another course would be simply suicidal. I have thought that there is much force in this argument—particularly in regard to railroad employés. When we consider the disastrous consequences which must ensue to all business interests throughout the length and breadth of the land, should they, becoming powerful in organization, make a decided stand against what they consider an infringement of their rights; or the widespread distress that might be occasioned by a single blunder of their leaders, we can but admire their patience, fortitude and conservatism. The mind of man can hardly conceive of the desolation which might be caused whenever the men who man the brakes, fire the engine, or control its movements, combine throughout the land in an assertion of what they conceive to be their inalienable rights. The very staff of life—bread—must at such a time be wanting in sections which had never before known the blighting touch of poverty; the winter blast will at such a time send a colder chill to hearths where lack of warmth had never before been felt. The desolation of war would be as nothing compared to the famine which organized effort on your part could create. These considerations serve also to keep you constantly reminded of the grave and delicate responsibilities resting upon you, and particularly your chosen leaders, charged in a large measure with the duty of wisely directing your actions. How grateful, therefore, should every inhabitant of this great country feel to the men in whose hands are entrusted not only fortune and the comforts of life, but life itself. The efforts of the leaders among you, as has often been shown in the past, are more frequently directed toward conciliation and as a restraining influence in the brotherhood, than in any other way. To illustrate this statement, it is only necessary to recall the Scottish railway strike of 1890, when, in a country of only 29,785 square miles, with only 3,118 miles of railroad, employing 35,000 men, in a country nearly surrounded by water, which might be presumed to afford many means of transportation and communication, all these deplorable events occurred.

There is a great forum and bar of public opinion to which all things must be submitted, and eventually this tribunal decides justly. With human progress and intelligent means of intercommunication, of which you are such active

agents, the public will determine every question rightly sooner or later. No man or body of men, corporation or organization can hope to see its cause triumph in the face of hostile public opinion. In all disputes which arise between the railroad corporation and the railroad employé, any interruption of travel or delay to transportation of products that may result from such disputes, will, momentarily at least, create a prejudice against the instigators of it. It is no use to disguise the fact that when the public is put to inconvenience by reason of a strike the public retaliates by denouncing the strikers. Yet slowly, but surely, after the heat of the battle has passed away, public opinion finally separates the chaff from the wheat, and determines who has done the wrong and should bear the responsibility. It is, therefore, of the greatest importance, from a purely selfish point of view, that no step should ever be taken which would disturb intercourse between the people of the country in any degree without the greatest provocation, because you are bringing trouble, inconvenience, and perhaps distress upon others; and, as the rich can always look out for themselves, the burden is sure to fall more heavily upon those who are poor, and who can ill afford to bear it. On their part the public are directly interested. For the organization to a greater or less extent guarantees the integrity, ability, and efficiency of its members; and their temperance also; and thereby confers a direct benefit upon employers, and the community at large, in the guarantee that they are up to the proper standard of integrity and skill. All this is in the interest of the public good and general welfare, for incompetency of the men upon whom the public safety depends, is a direct menace to the millions of those who are daily using the iron road. And it is for the interest of the public also that the employé who performs the train service should be paid wages commensurate with the standard of work, the intelligence and responsibility demanded of him. I confidently assert that the most capable workmen are found in your ranks, and in the ranks of the other organizations of employés. But every effort on your part, I repeat, is rather to avoid a contest with the corporations than to precipitate one.

There are armies and navies throughout the world, headed by brave and great men. Their art is that of destruction. Their training is to use the sword, and the musket, and the cannon—to spread famine, and rapine, and desolation.

There is another army in which you, Mr. Grand Master and your associates, are the leaders and captains; whose emblems of office are the

coupling pin, the monkey-wrench, the lantern and the punch—an industrial army, whose business is that of peace; and whose object is the dissemination of enlightenment, and comfort, and prosperity to the homes and firesides of your fellow-countrymen, and your positions are such as require fully as much training, fully as much integrity, fully as much patience, fully as much courage as are required of the soldier or the sailor. Was greater courage ever manifested than that chronicled within a month, of the locomotive engineer, Joseph Lutz? A flue had burst, filling his cab with scalding, red-hot steam, while his express train was at full speed. He didn't jump; he stuck to his post, while the flesh was cooked and peeled from his hands and face, and body! He stopped his train, but he is crippled for life. Or how appears to you that nobility of soul wrapped up in the brakeman, of whom we all read the other day. The train became uncoupled and broke apart; and he, sorely wounded, and thrown to the ground, was left behind with the rear portion. Knowing that another train was rapidly approaching, he feebly raised himself half way up on his hands and knees, put a lighted match to his handkerchief and waived it over his head just as the oncoming headlight flashed around a curve. Was he not gallant, and nervy, and resourceful?

Contemplate for a moment the power and the position held by your Brotherhood and the various other Brotherhoods in the railway service. You meet in the grand old city of Boston—everywhere around you monuments and memorials eloquent with the memories of two hundred and fifty years. Indomitable industry and energy have centered and fixed here the eastern terminal of the railway systems of the country. Let us look to the west. What is there between us and the Pacific ocean, 3,000 miles away? A network of railways, reaching out to almost every town and hamlet—crossing rivers, and plains, and mountains, and wide deserts—intersecting, interlacing each other like a vast web, woven by men of daring, and genius, and energy and skill in the brief span of about sixty years. From the year 1830 with its thirty-nine miles of railway for the whole country, this web, this net-work, these highways of iron and steel, at the close of the fiscal year 1892, counted a single track mileage in the United States of 171,563 miles. No single country in the world approaches ours in the magnitude of its railway interests as expressed in mileage, possessing, as we do, nearly half the entire railway mileage of the earth—more than six miles to Germany's one; nearly ten miles to Austria-Hungary's one; more than eight miles to

one of Great Britain and Ireland; more than seven miles to one of France; more than seven miles to one of Russia, and more than twenty miles to one of Italy. If the single-track mileage of the railways of the United States were laid in a continuous line it would girdle the earth nearly seven times; it would traverse its diameter more than twenty-one times. A modern fast train starting this morning to traverse this gleaming highway, and running sixty miles an hour night and day, without a moment's stop, would not complete the run before the 17th of February, 1894—three months and twenty-nine days. Were the ubiquitous tramp to attempt the task of personally inspecting this railway trackage with a view to ascertaining the number of its ties, walking thirty miles a day and night of twenty-four hours, it would require his unceasing attention to the business for days and nights enough to make fifteen and one-half years.

To transact the business of the railways represented by this enormous mileage and its collateral and auxiliary track, there were required last year the services of 33,136 locomotives, of which 8,848 were employed in passenger service; 17,559 in freight service, and 6,739 in yard service and in service not specified. To perform the passenger traffic of this great country last year 28,876 cars were employed, and the freight service of the country gave employment to 966,988; 36,901 cars were required in the service of the railways themselves. If the abstract statement of these figures fail to give at once an adequate idea of the railway industry of the United States, recourse must be had to comparison from which we may learn that last year the railways of the country owned and used one locomotive of all classes for every five miles of line operated; one passenger locomotive for every eighteen miles of line operated; one freight locomotive for every nine miles of line operated, and six freight cars for each and every mile of single track operated. Putting the comparison in a still more concrete and definite manner the locomotives of the railways of the United States, if marshalled with their tenders into a single line, would make a train 357 miles long, or one that would reach from Boston, in a straight line, to a point thirty-six miles south of Philadelphia. With the passenger cars reported owned last year we might make a train 306 miles long, or one that would reach from Boston to a point within fifteen miles of Philadelphia. But the most wonderful figures are brought out by a similar arrangement of cars in freight service (which includes cars contributed by the railways to fast freight line service). Placing these cars

together in a continuous train, it seems almost incredible that this train would be 7,028 miles long, but so the figures make it appear, and allowing the distance from Boston to San Francisco to be 3,000 miles, our train of freight cars would reach from Boston to San Francisco, from San Francisco back to Boston, and from Boston, again, as far west as Chicago. What tonnage they would move at a single load, I leave you to conceive, if you can.

The men employed by the railways to conduct the transportation business of the country last year were 821,415. They constitute an army 98 per cent as large as the active German army; 73 per cent as large as the active army of France; six times as large as the active army of Great Britain, and more than thirty times as large as the standing army of the United States in these days of peace. For every 79 inhabitants of this country, men, women and children, there was last year one railway employé, and one for every fifteen of the popular vote cast at the last presidential election. The railway workers of the country number more men than the entire voting population of the states of New Hampshire, Vermont, Rhode Island, Delaware, Florida, North Dakota, South Dakota, Nevada and Colorado—nine sovereign states, and if the railway employés had similar representation in congress, they would be represented on its floors by eighteen (18) senators and fifteen (15) members of the house. Their simple increase as compared with the previous year lacked only a few thousand of being equal to the entire population of the state of Nevada in 1890, while the total number of railway employés make a body of people larger than the entire population of the states of Nevada, New Hampshire, Delaware and the District of Columbia. If brought together in one place they would make at once a city nearly twice the size of the city of Boston; more than four times as great as the city of Milwaukee, and more than seven times as great as the city of Indianapolis.

And that "peace hath her victories no less renowned than war," is strikingly apparent in the fact that the army of station agents and other stationmen are more than all the troops furnished by the state of Massachusetts to the cause of American independence during five years of the war of the revolution. The general office clerks of the railways of the country make an army nearly equal in number to the forces contributed to the war of the revolution by the states of Rhode Island, North Carolina and South Carolina; the engine-men a larger army than was contributed by Pennsylvania, the fire-

men a larger army than the combined contributions of Virginia and Georgia. The number of switchmen, flagmen and watchmen employed by the railways last year was more than 10,000 greater than the entire American army at the surrender of Cornwallis, while the number of section foremen and other trackmen in the service of the railways was more than twice as large as the American army in Mexico in 1845.

Think for a moment what this great army is. What destinies it holds in its hand. What power it exercises. What it refrains from exercising. And then remember that it is to be feared by no one because it breathes and moves and has its being in the sacrificial love which every man feels for his hearth, and those who cluster about it.

From a recent book on railways, unofficial, it appears that the United States has the most effective body of workers, for while the railways of England require the services of eighteen men per mile of line, those of Germany and France, respectively, fourteen men per mile of line, those of Russia, fifteen men per mile of line and those of Belgium, twenty-two men per mile of line, the railways of this country in the operation of their vast mileage required the services of only five men per mile of line. I regret that statistics do not admit of a proper comparison by density of traffic. While the service required of American employes is so vastly greater than that required of employes of railways in Europe, and while their average annual wages are about twice as great, it still appears that the cost of labor to American railways is less than to the railways of any country in Europe, labor costing the railways of Great Britain, for instance, \$6,000 per mile; Belgium \$4,620 per mile; Russia \$3,600 per mile; Germany \$3,500 per mile; France \$3,080 per mile, while the railways of the United States pay for their labor only \$2,625 per mile of line—less than one-half the cost per mile of labor on British railways, and about one-half the amount per mile paid by the railways of Belgium.

Taking into consideration the extent of the railway system of the United States, the magnitude of its traffic and the number who find employment in its perilous service, for their aggregate is nearly equal to one-third of all the military force furnished by the northern states in the war of the Union, the public is somewhat prepared to expect a high rate of casualty. But, making just allowances for the peculiar perils of railway labor under existing conditions, there is something appalling in the statement that more hard working and faithful railway employes in the United States went down in sudden death last year than

the entire number of Union men who died at the battle of the Wilderness; nearly as many as those who died the bitter death at Spottsylvania. More than three times the number of Union dead at Lookout Mountain, Missionary Ridge and Orchard Knob combined, and that more of the grand army of railway men of this country were cut and bruised and maimed and mangled last year than all the Union wounded and missing on the bloody field of Gettysburg; nearly equal in number to the wounded and missing in the reign of death and devastation at Shiloh, first and second Bull Run and Antietam combined; while there travelled under the care and guidance of this clear-headed and vigilant army of railway workers 560,958,211 passengers with so much ease and safety that only one in every 1,491,910 were killed and only one in every 173,833 were injured from all causes, including their own carelessness.

We are standing upon the shore of the Atlantic. Looking to the east we behold the broad expanse of water. Upon this coast—within sound of the roar of the surf—not a storm arises but a prayer goes up from the good housewife for the safety of the poor sailor struggling with the elements.

Why is this solicitude so fervently expressed? From time immemorial the limitless deep has been associated with peril to human life, and the most anxious feelings of our race have been evoked in behalf of those "who go down to the sea in ships." For centuries every civilized language has, in prose and poetry, extolled the heroism of the sailor, and sympathized with the dangers and sacrifices of the toiler who earns his livelihood upon the unstable element,

The sounds of the waves and the heavy blasts call attention to the fact and tend to perpetuate one of the finest traits in our human nature—a brotherly interest in the welfare of a worthy portion of the community.

And yet how little of this commendable sympathy is bestowed on the equally brave and far more exposed toiler, working in the freight yard or on the rail. He, too, is traveling a deck. To be swept from it will hurl him to eternity in a far more sudden and agonizing way than the poor fellow carried by a wave from the deck of a vessel. The latter, in many instances, has a chance—with the help of a resolute heart and sinewy arm—of rescuing himself from a watery grave. How vast the difference with the victim of the railway—the great modern agent of civilization, as essential to human intercourse as the ship had been since the earliest times. Yet dangers to the trainmen, like those incurred by the sailor, do

not come home to the good people. Their attention has not yet been sufficiently awakened to the subject. Let them think of the fated fellow who slips between the cars and whose only possible effort is a desperate grasp at their icy sides; or of him, who, swept from the running-board of the rapidly moving car, is hurled to instant and certain destruction. Dangers beset him everywhere. As he works amid an intricate warp of iron rails the next step may fasten his heels in the deadly unblocked frog, holding him in a vise, suffering an agony of suspense, while the wheel bears down upon him to mangle his poor body and crush his life out. Let them reflect that it requires fully as much courage and nerve to peer out into the darkness and catch sight of a few feet of gleaming rails in front, all else the blackness of night, as it does to stand on the bridge of a ship, and with straining eyes endeavor to avoid the passing vessel—the derelict or the iceberg.

The American sailor, I regret to admit, has almost passed away—our few American ships being now principally manned by crews of other nationalities. But the American railway employé is constantly increasing in number and force. He is of our best blood and sinew; brave, temperate, honest and noble. For,

"Who are the nobles of the earth,  
The true aristocrats,  
Who need not bow their heads to lords  
Nor doff to kings their hats?  
Who are they, but the men of toil,  
The mighty and the free,  
Whose hearts and hands subdue the earth,  
And compass all the sea?"

Well may the writer and the poet turn to their many deeds of gallantry and heroism for the

theme of inspiration. It was once said by a dogmatic and rough railway manager here in this city, when legislation was asked in the direction of greater safety to railroad men, "There is no sentiment in a damned old freight car;" but, gentlemen, there is a world of sentiment in the men who handle it. It was but a short time ago that one of them said to me, "Why, sir, I am as happy as any man on earth, and why should I not be? I have five willing, loving servants constantly ready to minister to my every wish. What prince needs more? Every time when I go home my dear mother and four loving sisters are looking down the road waiting for me with open arms to do everything they can for their boy. I have every reason to be thankful for the rich blessing of a home where happiness and love abide." With a sympathetic feeling he stretched out a mutilated hand to me, and as I felt the "switchman's mark," I turned away that he might not see the tears filling my eyes, as the thought came over me of the dear old mother and the kindly, devoted sisters looking down the road in vain—as some day they may—watching and waiting for the return of the one they loved so well. Instead of the son and brother in life, health, and high spirits, there may come a limp and mangled form, the light gone out forever; for he is one of those switchmen in the freight yard whose average lease of life, as statistics tell us, is only (7) seven years! But it is a satisfaction to know that he is a member of the Association, and should disaster overtake him, he has the sweet consolation, that so far as money has the power to relieve the sorrow and anguish of the loved ones at home, it will be forthcoming, not as a matter of charity, but as a vested right.

## NATURAL VERSUS ARTIFICIAL SOCIALISM.

BY W. P. BORLAND.

The caption of this article is suggested to me by my perusal of the article from the pen of Dr. Peebles, which appears in the October issue of *THE CONDUCTOR*. Dr. Peebles expresses his belief in the truth of the claim, "that the writings of Henry George have made more socialists than the works of any other accepted authority on economic problems." While expressing my surprise that a nationalist should be willing to concede Henry George the honor of being an "accepted authority on economic problems,"—nationalists generally face the other way—I can assure Dr. Peebles, personally, that I heartily agree with him. The earnest student of social science cannot avoid the conclusion that socialism is the

natural destiny of man. There have been many attempts to realize this destiny in the past, but they have ended in failure; chiefly because they have been built upon a purely metaphysical basis, and men have preferred to employ artificial rather than natural means to arrive at the desired end. Through the influence of the practical example of those failures, men have lost faith in socialism. They have been led to believe, even against the dictates of their right reason, that the gloomy dogmas of the economists were indeed true, that life was at best but a dreary hopeless struggle for existence—for the majority of men anyhow—and that for the masses there was no hope this side of the grave. It is the

beauty of the single tax philosophy that it raises this gloomy veil and shows man that his aspirations for a correct social state may indeed be realized; it shows him that our social evils are but the result of man-made laws, and not of the immutable decrees of an all-wise Creator; it shows him, in short, how the socialist ideal may be realized in a natural and rational manner, and in accordance with the evident dictates of the Divine Will. In this sense the writings of Henry George have, indeed, made many socialists. I hope I may be pardoned for quoting here from Henry George's "Social Problems," as follows:

That mankind should dwell together in unity is the evident intent of the Divine mind—of that Will, expressed in the immutable laws of the physical and moral universe which reward obedience and punish disobedience. The dangers which menace modern society are but the reverse of blessings which modern society may grasp. The concentration that is going on in all branches of industry is a necessary tendency of our advance in the material arts. It is not in itself an evil. If in anything its results are evil, it is simply because of our bad social adjustments. The construction of this world in which we find ourselves is such that a thousand men working together can produce many times more than the same thousand men working singly. But this does not make it necessary that the nine hundred and ninety nine must be the virtual slaves of the one. \* \* \* The natural laws which permit of social advance require that advance to be intellectual and moral as well as material. The natural laws which give us the steamship, the locomotive, the telegraph, the printing press, and all the thousand inventions by which our mastery over matter and material conditions is increased, require greater social intelligence and a higher standard of social morals. Especially do they make more and more imperative that justice between man and man which demands the recognition of the equality of natural rights. 'Seek first the kingdom of God and his righteousness, and all these things shall be added unto you.' The first step toward a natural and healthy organization of society is to secure to all men their natural, equal and inalienable rights in the material universe. To do this is not to do everything that may be necessary; but it is to make all else easier. And unless we do this nothing else will avail.

These words express the single tax ideal of a socialism which shall be based on freedom; where the power of government shall be invoked only in so far as it may be necessary to protect the rights of individuals, and where each member of society shall have the opportunity to work out his own salvation in his own way, subject only to the condition that he respect the equal rights of his fellows. It is what I call "natural socialism." Opposed to this is what I call "artificial socialism," which takes in this country the specific

name of "nationalism." One of the leading expositors of nationalism eloquently explains the nationalist plan thus:

The surface "thinker" replies to our arguments finally: "This is a beautiful theory, but it never can be done. Human nature is essentially wicked and your 'dream' will never work." The doctrine of the essential wickedness of human nature has already been annihilated; please remember that. We are already agreed that wickedness is the result of environment (circumstances, conditions, temptations), and that if you change the environment and give no motive for crime, it must cease. It remains for us to reply to the proposition that it 'never can be done; that we can never do it.' We are not trying to do it. Nature is doing it for us; and she will do it whether we will or not. Evolution will kill competition and enforce co-operation whether we stir a finger or not. The only question is: Shall this change come in peace or in war; shall it come with our hands at each other's throats, or shall we bring it in with love, in joy, with wisdom and by life instead of through the gates of death? Can you not plainly see the continually increasing speed with which industry after industry, business after business falls into the hands of trusts and syndicates? Can you not plainly see that each trust decreases daily in numbers and increases hourly in size and power? Is not the early date evident to every mind when all of the great industries shall be under the imperial control of a dozen billionaires, armed with the enormous power of taxing every man, woman and child to the full extent of their earnings? When that time comes, when the last and most intense and world-wide commercial crisis is upon us, when the factories are closed, and ships lie idle, and railroads stop their wheels, and millions of men cry for bread—for bread for themselves, their wives and their babes—do you think that then you will not regret that you did not join with us now to avert this horrible cataclysm, to prevent this terrible solution to save mankind by love and science, not leaving them to the stern judgment of nature who rights all wrongs eventually, and who, though leaden-footed bears a shearing sword. If you will but stand with us, then, in this republic, as fast as these trusts become a menace to liberty, we will transform them into government institutions, set them to producing for us at cost, and thus step by step, without violent change, by government railroads, telegraph, telephone, and municipal water, light, heating and food supply arrive at that promised time, within but a few fleeting years, when no man who is willing to work shall lack clothes, or food, or roof-tree to cover him.

Opposed to such lurid rhetoric as this, we are content to place the facts which have contributed to the formation of these great trusts and syndicates; as, for instance: It appears from the report of the "Cullom committee," which led to the enactment of the interstate commerce law, that the Standard Oil Company, in one instance at least, boldly demanded from a certain railroad that its shipments should be carried for 10 cents a barrel; that all other shippers should be charged

35 cents a barrel on the same article, and that 25 cents of the 35 paid by such other shippers should be handed over by the railroad to the Standard Oil Company; and the penalty threatened for non-compliance with this impudent extortion was the withdrawal of its entire business. (See the 6th annual report of the interstate commerce commission.)

We are content to point to the fact that our established social conventions are of such a nature as to permit a small coterie of men to become the absolute owners of our coal lands, our oil lands, our iron and copper lands, our valuable natural wealth of all description; and, although they have no present use for the vastly greater portion of these lands and resources, they are thus placed in a position where they may deny to all others the right of using them, restrict production, control distribution, arbitrarily influence the rate of wages for their own benefit, and artificially enhance prices to the great injury of the body of the people. We can point to the fact that every single one of these vast aggregations of capital, which impudently extort tribute from the great mass of the people, have been built up around, and supported by, laws which grant special and exceptional privileges to some men, and deny the natural rights of all to share on equal terms in the gifts of a munificent and all-wise Creator, not to certain specially elected members of society, but to the human race. If these be the results of a *natural* evolution, then are we forced to believe injustice natural, and we fail to see how the substitution of one great all-embracing trust under the direction of government, as the nationalists propose, is going to remedy matters to any great extent. For my part, I am firmly convinced that the nationalists are mistaken. The single taxers' motto is, "equal rights to all, special privileges to none;" and we are not content to mouth this over as a mere campaign sentiment, with no sort of an intelligent conception of what it really involves, but we mean it to be an expression of actual fact; and we hold that whenever our social conventions are so arranged as to make the realization of the condition expressed by this sentiment an actuality, the law of biology which is stated as that: "Men will seek to gratify their desires with the least exertion," will so operate as to bring about the highest good of the individual members of society, and so of society as a whole. We aim to bring about natural, voluntary socialism, based upon the complete and absolute recognition of individual rights, both as between the different individual members of society, and between those individuals and society as a whole. Nationalists propose

to bring about artificial, involuntary socialism, based upon a complete abnegation of individual rights, whenever and wherever those rights shall be deemed inconsistent with the best interests of society, as constructed by a tyrannous majority. That is about all the "versus" there is between socialism and the single tax, as socialism will no more destroy rent interest and profit than will the single tax, confident assertions to the contrary notwithstanding. I am quite well aware that nationalists will indignantly repudiate any such intentions as are here imputed to them; they will say that persons who place any such construction upon their doctrines are "ignorant," "shallow reasoners," "surface thinkers," etc.; they will say that such persons have no proper conceptions of what constitutes individual rights; and finally, they will probably say that the person who is capable of asserting that socialism will not destroy rent interest and profit is most certainly a lunatic; there is no more self-evident proposition than that, to the socialistic mind. But I am content to rest my assertions on these points upon the logic of socialism itself, without paying much attention to the hyperbolic utterances of individual propagandists. Dr. Peebles will probably say, "What has all this to do with the questions I propounded concerning the single tax?" I will get around to that in the course of time, but first I want to make the "versus" as pronounced as possible so as to give the reader some sort of an idea of what we single taxers are contending with. There is a certain sort of fascination about socialist doctrines which blinds men to the practical difficulties in the way of their accomplishment, and prevents them from profiting by the well known examples that are written in history, and irrevocably condemn them as at war with the natural and healthy aspirations of mankind. Fortunately we have many practical illustrations of what we may expect from nationalism right here in the history of our own country. The publication of Brisbane's "Social Destiny of Man," in 1840, created some such a furor in this country as did the publication of Bellamy's "Looking Backward" nearly half a century later; it made converts of some of the ablest intellects of this country, such as Hawthorne, Dana, Greeley, Channing, George William Curtis, and a host of others equally able and noted. These men undertook an active propaganda for the purpose of transforming this Republic into a vast socialistic State founded upon the social theories propounded by Charles Fourier. But, it will be said, "Fourierism isn't nationalism; Fourier admitted capitalists into his society and allowed production

for profit, while nationalism gets rid of the capitalist entirely and allows only production for use." If this objection should happen to occur to the mind of any nationalist, he will find, from a study of the Fourieristic movement in this country, that the objection is more fancied than real. Let us take the fundamental idea of Fourierism: "*The enlargement of home—the extension of family union beyond the little man and wife circle to large corporations.*" Compare that with: "*Family exclusiveness must be broken down first of all. \* \* \* Family supremacy will be absolutely incompatible with an interdependent, a solidaric commonwealth,*" from Gronlund's *Co-Operative Commonwealth*, and we get about the same idea. Let us look a little into the course of this early socialistic movement. Pursuant to a call, published in the *The New York Tribune*, *The Phalanx*, and other socialistic papers, a Convention assembled at Clinton Hall, in the City of New York, on Thursday morning, April 4th, 1844. George Ripley was President of this Convention, while Horace Greeley, Charles A. Dana, and Parke Godwin were among its Vice Presidents. The first thing was to give themselves a name, and, after stating their objections to some parts of Fourier's doctrines, the sense of the Convention is expressed as follows: "For these reasons we do not call ourselves Fourierists; but desire to be always publicly designated as the Associationists of the United States of America." An address to the people of the United States, setting forth the beauties and benefits of association, was drawn up and promulgated; I quote its eloquent peroration; it contains much to remind us of nationalism.

To the free and Christian people of the United States, then, we commend the principle of Association; we ask that it be fairly sifted; we do not shrink from the most thorough investigation. The peculiar history of this nation convinces us that it has been prepared by Providence for the working out of glorious issues. Its position, its people, its free institutions, all prepare it for the manifestation of a true social order. Its wealth of territory, its distance from the political influences of older and corrupter nations, and above all, the general intelligence of its people, alike contribute to fit it for that noble union of freemen which we call Association. That peculiar constitution of government, which, for the first time in the world's career, was established by our fathers; that signal fact of our national motto, *E Pluribus Unum*, many individuals united in one whole; that beautiful arrangement for combining the most complete harmony and strength in the federal heart—is a rude outline and type of the more scientific and more beautiful arrangement which we would introduce into all the relations of man to man. We would give our theory of state rights an application to individual rights. We would bind trade to trade,

neighborhood to neighborhood, man to man, by the ties of interest and affection which bind our larger aggregations called States; only we would make the ties holier and more indissoluble. There is nothing impossible in this; there is nothing unpractical! We, who are represented in this convention, have pledged our sleepless energies to its accomplishment. It may cost time, it may cost trouble, it may expose us to misconception and even to abuse; but it must be done. We know that we stand on sure and positive grounds; we know that a better time must come; we know that the hope and heart of humanity is with us—that justice, truth and goodness are with us; we feel that God is with us, and we do not fear the anger of man. *The future is ours—the future is ours.*

It was with such high and noble aspirations that the Associationists of the United States went forth to conquer the world. Many eloquent addresses were delivered at this Convention; just before adjournment Mr. Channing arose and addressed the assembly as follows:

We cannot part without invoking for ourselves, each other, our friends everywhere, and our race, a blessing. If this cause in which we are engaged is one of mere human device, the emanation of folly and self, may it utterly fail; it will then utterly fail. But if, as we believe, it is of God, and, making allowance for human limitations, is in harmony with the Divine will, may it go on, as thus it must, conquering and to conquer. Those of us who are active in this movement have met, and will meet with suspicion and abuse. It is well! Well that critical eyes should probe the schemes of Association to the core, and if they are evil, lay bare their hidden poison; well that in this fiery ordeal the sap of our personal vanities and weaknesses should be consumed. We need be anxious but on one account; and that is lest we be unworthy of this sublime reform. Who are we, that we should have the honor of giving our lives to this grandest of all possible human endeavors, the establishment of universal unity of the reign of heaven on earth? Truly, "out of the mouths of babes and sucklings has the Lord ordained strength." Kings and holy men have desired to see the things we see, and have not been able. Let our desire be, that our imperfections, our unfaithfulness, do not hinder the progress of love and truth and joy.

It will be said that this was a mere academic craze which temporarily distracted men's minds; but it was not. It was a thoroughly scientific doctrine, based upon well known altruistic sentiments of the human mind, and its aim was, not to suppress the individual, but to develop him naturally by introducing him into an environment of economic freedom. Something after the present plan of nationalism. It is instructive to look at some of the practical attempts to realize the Associationist's ideals. The declaration of principles of Adin Ballou's "Hopedale" Community says:

It solves the problem which has so long puzzled Socialists, the harmonization of just individ-

ual freedom with social co-operation. Here exists a system of arrangements, simple and effective, under which all capital, industry, trade, talent, skill and peculiar gifts may freely operate and co-operate, with no restrictions other than those which Christian morality everywhere rightfully imposes; constantly to the advantage of each and all. All may thrive together as individuals and as a community, without degrading or impoverishing any.

Again:—

It affords a beginning, a specimen and a pre-sage of a new and glorious social Christendom—a grand confederation of similar communities—a world ultimately regenerated and Edenized. All this shall be in the forthcoming future.

Hopedale was the first and last of the Associations of the Fourieristic epoch. It began in 1841 and ended in 1856-7. As to the cause of its failure, Mr. Ballou very significantly says: "The men and women that joined him were very enthusiastic, and commenced with great zeal; their devotion to the cause seemed to be sincere; but they did not know themselves."

During the decade between 1840-50 associations, innumerable, sprang up in all parts of the country north of Mason and Dixon's line and east of the Mississippi; there were all affiliated with the National Association, which had its headquarters, first in New York City, and later, at the Brook Farm Association near Boston, where the principal official paper, *The Harbinger*, was published. The National Association had a complete and well matured plan for nationalizing all industry after the plan of economic equality which it so enthusiastically propagated. As Secretary of the "American Union of Associationists," Channing issued an address to Associationists throughout the United States, on June 6th, 1846, in which occurs the following:

We have a solemn and glorious work before us. To indoctrinate the whole people of the United States with the principles of associative unity.  
2. To prepare for the time when the nation, like one man, shall reorganize its townships upon the basis of perfect justice. \* \* \* Our white flag is given to the breeze. Our three-fold motto,

Unity of man with man in true society,

Unity of man with God in true religion,

Unity of man with nature in creative art and industry,

Is emblazoned on its folds. Let hearts, strong in the might of faith and hope and charity, rally to bear it on in triumph. We are sure to conquer. God will work with us; humanity will welcome our word of glad tidings. The future is ours. On! In the name of the Lord.

Charles A. Dana, John Allen and John Orvis were appointed national lecturers to spread the doctrines of Association broadcast throughout the country, and the work of forming associations which were calculated to demonstrate the practicability of joint-stock communism and pre-

pare the ground for a vast National Association, went bravely on. But, instead of demonstrating the practicability of association, the formation and operation of the different Phalanxes throughout the country demonstrated the opposite, and with the death of the North American Phalanx, in 1855, the hopes of the Associationists irrevocably perished. The internal history of these various associations, as far as it has been handed down to us, is instructive and interesting. They all begin amid the highest enthusiasm, and bright rose colored dreams of success, and they all end in discord, discouragement, jealousies and feelings of resentment between their members. In a pecuniary sense, many of these associations were fairly successful, but in a social sense they were all total failures; simply because their social theory was artificial. They attempted to adjust the social relations of their members by rule, and, while the rule suited some dispositions admirably, it did not suit all, and the consequence was inevitable disharmony. There was no place for true individual freedom, and, in this respect, the doctrine of nationalism is no better. Let us take a brief glance at some of the post mortems. The Wisconsin Phalanx, which was a financial success:

Their system of labor and pay was somewhat complicated, and never could be satisfactorily arranged. The farmers and mechanics were always jealous of each other, and could not be brought to feel near enough to work on and divide the profits at the end of the year; but they ever hoped to get over this difficulty, they said very little about it. \* \* \* A question of policy arose among the members, the decision of which is supposed by many good judges to have been the principal cause of the ultimate division and dissolution; it was, whether the dwellings should be built in unitary blocks adapted to a common boarding house, or in isolated style, adapted to the separate family and single living. It was decided by a small majority to pursue the unitary plan, and this policy was persisted in until there was a division of the property. Whether this was the cause of failure or not it induced many of the best members to leave.

We here get a slight glimpse of how ruthlessly ail theories of individual liberty are brushed aside by the action of a tyrannous majority. What may we expect under nationalism which absolutely closes all avenues of escape from such tyranny? Here is an extract from the post mortem of the *North American*, the model Phalanx of the whole group, and also a success from a pecuniary point of view:

There was what was called the Council of Industry, which discussed and decided all plans and varieties of work. With them originated every new enterprise. If a man wanted an order for goods at a store, they granted or refused it. Some of these amiable men would be elected

members; it was easy for them to get office, and they greatly directed in all industrial operations. At the same time those really practical would attempt to counteract these men; but they could not talk well, though they tried hard. I have never seen men desire more to be eloquent than they; their most powerful appeals were when they blushed with silent indignation. But there was one thing they could do well, and that was to grumble while at work. They could make an impression then. Fancy the result. \* \* \* \* The plausible and the easy again arise in this age. Let no one mistake a mirage for a real image. Disaster will attend any attempt at social reform, if the marriage relation is even suspected to be rendered less happy. The family is a rock against which all objects not only will dash in vain, but they will fall shivered at its base.

But, enough of this. A great mass of documentary evidence relating to this movement may be found in Noyes' *History of American Socialism*. It should be studied by all socialists. Let the nationalists not suppose that they shall solve the social problem by merely introducing the individual into an environment of economic equality. Such an environment will not, alone, secure the happiness of the individual. The nationalists will find that, with all their scientific exactness, there are depths of human nature which they have not sounded. It is not necessary to say that human nature is essentially wicked in order to establish a basis from which to combat the nationalist

theories. Human nature is not wicked. It is society that is wicked. But, human nature is at least *natural*, we must all admit that; and man is essentially an egoist. The society that does not permit the full development of the egoistic man is a false one, and those very artificial means by which economic equality would be brought about would starve and stunt the true development of man, and defeat the very end they seek to accomplish. It is easy to construct a high sounding social theory upon the scientific hypotheses of evolution, but there is one thing that must not be forgotten, even by those who accept such hypotheses, and that is, that in order to establish the truth of the claim that our present abnormal social development is a natural one, it is necessary to show that the bases of such development have been naturally established. Because we have developed some vast evils through the unrestrained workings of men's selfish instincts upon bad social arrangements, it is not necessary to jump clear over to the opposite extreme and seek the repression of those instincts altogether. We are too much taken up with this doctrine of evolution. Let us see what sort of a society we can evolve from a basis of justice before we commit ourselves to nationalism. It will yet be discovered that the true and natural socialism will only be evolved from a basis of *absolute freedom and equal rights*.

### OUR NEW YORK LETTER.

Bread and circuses were ever of popular interest, and often the circuses seem to be regarded more than the bread, so that it was not surprising to see New York go yacht-mad over the recent contests between Vigilant and Valkyrie. Just why any sport should be so popular in which it is so impossible for the public in any large sense to take even such part as spectators, as they do in a baseball game, is hard to see; and it is almost as hard to understand why so intense a spirit of patriotism should be aroused by a test of skill between two ship architects, one of whom happens to live in America, and the other in Scotland. Perhaps it is that we unconsciously recognize that while we who are of *hoi polloi* have no share in the title to the cup defenders, it is yet with our money that they are built, paid in as toll for the privilege of living and working on Manhattan Island, to our masters, the landlords who own the island's soil—for it is out of the income derived from ground rents that the cost of most of these expensive amusements is defrayed. But, however the interest is

aroused, it has unmistakably been present; and for once the newspaper reports have not exaggerated the excitement, which for a time was so great as to dwarf the approaching elections, or the senatorial deadlock, in the public mind.

Politics begin now to reassert themselves, however, and though this is an off year, there is considerable agitation over what may be the chances of any weak spots appearing in the Tammany phalanx. For a time there was a pretty fair prospect of quite a lively fight over the comptroller-ship, the chief financial office of the city government; but at this writing it appears probable that Mr. Myers will refuse the independent re-nomination that has been offered him, recognizing, perhaps, that the influence most potent in tendering it, is more conspicuous for its desire to establish itself as a political force than for the number of votes that it can by any possibility control. There will be no great loss, either, for Myers is a fair sample of the usual hero of the class which is fond of calling itself the "better element" in large cities—a narrow-minded economist of the

Holman type, whose chief public service is that of opposing everything in the way of genuine public enterprise.

Tammany is in greater danger, however, than she has been since Tweed's time, even while in most undisputed control of municipal power; for her leader, Richard Croker, who has hitherto displayed not only wonderful political generalship, but with it also that highest degree of political sagacity which gives way to no favoritism, is now giving signs of the bosses disease of "big head," and this may yet lead to his downfall when it is least expected. Tammany's rule of late years has really been a very good one, if we will look at it from the standpoint which is after all the true one, that is a business organization to which the voters of New York have farmed out the business of conducting its city government—that having grown too great for them to look after it themselves—because they have more confidence in it than in any other local organization. Its chief strength, indeed, has been in the character of its opponents, who have either been of the set of politicians who have been discredited because of incompetence or else of a trickiness that does not attain to shrewdness, or of the set of citizens of the "better class" who would like to be politically influential, but who have not the political genius that commands the following of the great mass of the people. These men will never beat Tammany, but Tammany may experience an overturn from within if its present leaders forget that their autocracy is after all of a democratic origin, and that the same forces which have made them can break them, when they begin to administer their power not as representative of their constituency but as an oligarchy pure and simple.

On one subject there is no division of sentiment in New York—the position of affairs in the august senate of the United States: a body for which nothing but disgust is felt. This is not solely because the overwhelming opinion—prac-

tically the unanimous opinion—in this section of the country is in favor of repealing the Sherman law, but also because the present state of affairs has brought more clearly than ever into view the outrageous system which the senate has created with the purpose of subordinating the common welfare to their own selfish private interests. People are shocked at the bold cynicism with which Senator Butler has declared that the conditions of legislation in our upper house are that it shall be effected only by such compromises as will secure to each senator the share of pap of one kind or another which he may insist upon; but that is nevertheless the system which the senate has for years been deliberately building up, and it has only been less apparent hitherto than now because the petty, mean squabbles which it entails, have for the most part taken place in executive session. Whether it is right or wrong, it is clearly the will of the people that the Sherman law should be repealed; and it is no less than abominable that the will of the people should not prevail, right or wrong. The pretense that the silver men are fighting for popular right, is too transparent in view of their direct personal interest in the matter, to conceal the contemptible meanness of their action; yet it is no meaner than is the daily conduct of less important business in the senate, and it would certainly seem as if that body had divested itself of power to do anything. In this section, public indignation is oftenest heard expressed against the democratic side, it being tacitly acknowledged that human nature in the republicans could hardly be expected to rise to the level of too great activity to release their party opponents from the dilemma they have got into. Almost any settlement would now be welcomed that would dispose of the whole unsavory business, and especially any settlement that would guarantee the country that its future legislation on any subject was not to be at the mercy of private interests in a rich man's club.

E. J. SHRIVER.

### A SONG OF FALL TIME.

The days are comin' shorter, and the nights are comin' long,

An' the whippoorwill's a-whippin of the valleys with his song;

An' the mules have took a day off, an' are feedin' round the stump,

An' you hear the bounds away off, an' the rabbit's on the jump!

Let 'em run!

Git your gun,

An' you'll wing 'em—every one!

It's fall time in Georgia,

An' the boys are havin' fun.

O, the meller, yellor autumn—or the fall, or what you please!

When the gold is in your pocket, an' is growin' on the trees!

An' you hear the partridge whistle, an' you hear the rifle ring,

An' the doves—they come a tumblin' as you take 'em on the wing!

Let 'em run!

Git your gun,

An' you'll fetch 'em—every one!

It's fall time in Georgia,

An' the boys are havin' fun.



Our readers who write to any of the firms advertising in these columns are requested to mention  
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### A NEW LINE OF ATTACK.

The railroads of this country have been held to answer for so many sins of omission and commission in the past that it was thought the limit had been nearly reached. It was left, however, for some of the gentlemen who have been busily engaged in an endeavor to get rich out of the World's Fair to develop an entirely novel line of attack upon these much suffering corporations. The following telegraphic special from Bloomington, Ill., published by the *Inter-Ocean* of October 27, contains the gist of this latest venture, and, if the promises here made are carried out, it bids fair to occupy an unique place in the legal history of this nation:

General John McNulta, of this city, who was formerly receiver of the Wabash system of railroads, has been retained by several of the syndicates that built and operated hotels in the vicinity of Jackson Park, Chicago, during the World's Fair, to commence suit against the various railroad companies for damages. General McNulta says that the railroads in the Western States Passenger Association that opposed the reduction of passenger rates to the World's Fair, are liable for losses by the hotels and other places of entertainment by reason of the customers' being kept away from Chicago by the high rates. That is, in effect they can, by law, collect from those roads the difference between what their profits were when there were low rates and what they were when the rates were held up, assuming that the rates kept the people away.

The right to recover damages extends to all persons in or near Chicago who were prepared to entertain in any way visitors to the Fair, but most clearly to those who built hotels and other places of accommodation near the fair grounds. When asked what would have been a reasonable rate, General McNulta said:

"For regularly limited trains one fare for the round trip should have prevailed; for cheap coach trains one cent per mile within a 300-mile limit; a maximum of \$12.50 to Atlantic and Gulf points, and \$20 to Pacific coast points, with reasonable stop over privileges to rest and twenty to thirty days, according to distance, for the round

trip. This would, I think, have yielded a larger net revenue to the roads, and at the same time if given from the opening, would have equalized the flow of travel, kept money in circulation and done much to avert loss."

The general holds that the conduct of the World's Fair transportation committee, or some of its members, and a representative of the railroad association was collusive in its character, and amounted to conspiracy in law, but not in fact, to prevent the reduction of passenger rates to which the public and the persons making investment for the accommodation of visitors, were entitled.

It will be observed that the distinguished general, who has this campaign in charge, finds within the domain of his vast legal erudition but little limit upon the financial responsibilities of the railroads. Admitting his reasoning to be correct, the right of redress is obviously not confined to the hotel syndicates in question, but extends to all the boarding-houses and owners of private houses who opened them for the entertainment of World's Fair guests, at so much per entertain. If all of these have their right of action, why should those gentlemen be excluded who expended so much money upon concessions, and, with equal force, why should Buffalo Bill and the army of funmakers on Midway be shut out from the general feast? On the same ground there can certainly be no question of the right of the Fair management to recover for the millions of admissions of which it was deprived by these soulless corporations maintaining their passenger fares at the legal rate. Even this could not be said to complete the list of outraged speculators in the patriotism and public spirit of our people, as almost every business man in Chicago would be able to figure out some problematical loss upon the same basis. If by the time these various classes of enterprising gentlemen are through they do not own the roads and rolling stock, then the saloon

keepers, concert hall proprietors, confidence men and thugs generally who have been to so much expense in preparing for the season's labors and who have undoubtedly been robbed of a large share of their legitimate prey, may well lay violent hands upon the remnant, if their modesty is

not a bar to such action. In view of this proceeding it would behoove the honest and hard-working agitators of Kansas to bestir themselves lest Illinois should rob them of their richest laurels.

#### EXPENSIVE ECONOMY.

There is a growing disposition on the part of the traveling public to place the responsibility for the numerous railway wrecks of recent date at the door of those companies that have been so eager to take advantage of the financial stringency to cut down their working forces. They reason that the most of these accidents need not have happened had not the number of trainmen been cut to the lowest possible limit in the hope of thereby saving something to the companies out of their well-earned wage. It is indisputable that a number of the worst of these tragedies have resulted from a want of that carefulness without which no road can be run with safety, especially under the stress of such a traffic as has been handled by the roads of this country during the past six weeks. Just how much of that carelessness should be attributed to overwork on the part of the men, may, perhaps, never be known, but that it has been a very considerable factor no one will be found to deny. The wisdom of a policy which would bring the managers of the roads of this country face to face with the greatest passenger traffic in the history of the world, with their working force cut in half, may well be doubted. There is no way in which the roads in question can so surely cut off this prolific source of revenue as by creating a distrust in the minds of the traveling public, and that is rapidly being done by the present conditions. When it is too late these managers may awake to the fact that they have been penny wise and pound foolish in this matter. The comparatively insignificant saving they have been able to make will not begin to offset the loss they must suffer from the falling off in travel that is sure to follow. A record of about 100 fatalities and nearly three times that amount of serious injuries made within two months, will not tend to encourage people to trust themselves where the danger is so great, especially when the record is growing worse with the passage of every week.

The fault is not all in the department of trainmen, but the same policy has been followed in to the maintenance and betterment of the roads, and in this may be found the cause of at least one of the accidents in question. In every possible

way the roads have made it their policy to re-trench, without regard for the consequences, and they are now beginning to reap their true reward. The people have a right to demand the taking of every care in their handling upon such an occasion as the present, and they will be satisfied with nothing less. In the face of such enormous passenger earnings it will be difficult to convince the general public that there was any crying need for the reductions made, and they will be disposed to hold the managers to a strict accountability.

There is still another way in which this so-called economy is liable to prove expensive, and that is in the way of damages for the injuries inflicted in the accidents under consideration. When the roads have settled in full for this portion of their economic fit they may find reason to regret their action. It is safe to say that when they have come to make a balance they will find but little to place over against these death and accident losses and the general discredit into which they have brought the service.

Perhaps the worst of the wrecks under consideration was the one at Battle Creek, Mich., where so many lives were lost, and it is bringing down upon the heads of the Chicago & Grand Trunk management a full measure of public condemnation. Much of the unusual loss of life which marked this calamity was occasioned by the burning of the wrecked cars, and it appears to be the almost unanimous opinion of those who were present that the fire was caused by the stoves or heaters used in the cars. So short was the time between the collision and the breaking out of the fire that many of those who were free from the broken timbers had scarcely time to escape, and practically no opportunity was given for the rescue of those who were in any way caught by the wreckage. Nearly all of those who survived, and were in condition to appreciate the situation, believe many to have been burned who were but slightly injured and who might otherwise have been easily saved. The laws of Michigan are quite rigid upon this subject, requiring all heat to be generated outside the cars to be heated, or heaters to be used from which no fire can escape, even when the car is broken up. The heaters in

use on this occasion are said to have been entirely contrary to the requirements of this law, and the state railroad commissioner is now giving the matter his personal attention. If these reports should prove to be well founded he should make it his especial business to see the law rigidly enforced in order that an example may be made and further evasion be prevented. Several years ago a somewhat similar occurrence aroused the indignation of the public and a fight was made on the car stove, which was thought to have turned the current so strongly against its use as to free the traveling public from all danger from that source. If this fight is to be made over again it should be continued until this deadly engine of destruction has been forever banished from use.

As is usual in such cases this accident has been made the occasion for a great many suggestions in the way of providing greater safety for passengers, though most of them have been but a repetition of those urged before. Among these is the strengthening of day coaches until they are as stable as the Pullman and vestibule cars. The tendency of car-

builders has been in this direction for some time, and it is more than likely that it will not be long until this policy is generally adopted. Still another suggestion, and a somewhat novel one, is the sending of a man with every passenger train whose particular duty it shall be to look after the safety of the train. There may be some merit in this last suggestion, but the consensus of opinion among those who are best posted in such matters, appears to favor some system of automatic signals, to be provided before taking on any such side issue as the one under consideration. The general public is not so much concerned about the particular form of safeguard as they are in the simple fact of being protected, and will readily leave that portion of the work to the men who have made of it a life study, but they will not be longer content to endure the old methods experience has shown to be so dangerous. The lesson has been an expensive one, but now that the loss has been sustained it is to be hoped it may lead to a great general improvement in the safeguards thrown about the traveling public in the future.

#### A WEAK EXCUSE.

The disaster at Battle Creek, Mich., on Oct. 20th, by which twenty-seven lives were lost and more than a score were badly injured, was the worst of the year to date and one of the worst in the railroad history of this country. It can be regretted by none more sincerely than by the railroad men, and none have been more free in denouncing the inexcusable blunder which made it possible. While there is no disposition on their part to stand between any man and the punishment justly his due, still they strictly favor fair play for all, and will be slow to endorse the attempt made to saddle all the responsibility for this terrible calamity upon one of the men concerned. Before the fire, which added so much to the horrors of this wreck, was yet cold, Engineer Woolley had rushed into print with a statement intended to convince the world at large that Conductor Scott was alone to blame for its having happened. In order to fully understand the accusation thus made, it will be necessary to briefly review the situation as it was on that fatal morning. While train No. 6, in charge of the two men named, was standing at the Battle Creek station, Conductor Scott received orders to meet No. 9 on the double track running through the yards. He delivered the duplicate of this order to Engineer Woolley, and, according to the statement of that gentleman, supplemented it by the assertion that No. 9

had passed and the track was clear for them to continue their run. Following this last supplementary declaration he ran through the double track, out on to the single track again, where the two trains met. This is the substance of the evidence by which it is sought to place the entire blame for this most unfortunate occurrence upon the conductor. To practical men the absurdity of the story told by Engineer Woolley will at once be apparent. It will be difficult to make them believe that any conductor would deliberately sign orders, carry them out and deliver a copy to the engineer and then assert that the train they were specifically ordered to meet at a certain point, had passed and the track was clear. Admitting the possibility of his having done this incomprehensible thing, in what way does it relieve the engineer of his share of the blame for what followed? Whether or not the rules of that company require an engineer to sign for his orders, we are not informed, nor does it figure in this case. He had definite orders to meet No. 9 on the double track, and nothing anyone could say would excuse him for failing to comply with them. To the unbiased observer this excuse bears its own condemnation. It is too evidently the effort of a badly frightened man to thrust upon another the burden his own shoulders should bear. While there is no disposition to condone Conductor Scott's portion of this deplorable affair, it will take stronger evidence than this to make him alone responsible.

## THE MONTH IN REVIEW.

The developments of the past thirty days have shown more and more clearly the correctness of our stand, taken in declaring that it was not so much necessity as a desire to take advantage of an opportunity which induced so many railroad managers to follow the first indication of a financial disturbance in this country with a demand for a reduction in the pay of their men. If any proof were wanting of the truth of this statement, it is to be found in the official reports of the earnings of these roads, since made public. One of the corporations that was among the leaders in demanding a reduction of wages, now admits business to be nearly fifty per cent. better than it was during July and August, while its managers are still talking retrenchment and urging their men to accept less money for their labor. Another large system, the manager of which labored very hard to convince its men that its financial condition was such as to make a reduction in their pay absolutely necessary, now shows by its reports that the decrease of its net earnings during the last six months, as compared with the corresponding period for last year, has reached the startling sum of \$102.00. He, at least, may be pardoned if visions of bankruptcy and the dire results of receiverships float through his mind as he faces this paralyzing loss. Still another of these urgent advocates of retrenchment now reports that its net earnings for the three months of the present fiscal year, ending Sept. 30th, had increased more than \$90,000 over a corresponding period for the fiscal year of '92-'93, and from the earnings of this road for the six months ending June 30th, last, a dividend was declared on its common stock. It will be difficult even for railroad managers to play poverty in the face of such showings as this.

In all instances where good and sufficient reasons have been shown, the employés have been ready and willing to assist their employers by

waiting for their money, by accepting a reduction for a specified time, or by loaning the companies a fair proportion of their wages for a certain time without interest. Wherever the employés have been convinced that a falling off in business, or any other good reason, made the asking for a reduction in their pay consistent, adjustments have been made that were perfectly satisfactory to the vast majority of the men and which can and ought not to have any other result than to establish the best of relations between the men and their officers, relations that could always exist with profit to both. Where reductions have been forced without justification, a small saving may have been made for the roads, but time will prove it to have been a poor investment. At the very best such action leaves a rankling in the breasts of the men, which will not tend to better their service. Where the relations between the men and their employers are friendly and good feeling prevails, better service will unconsciously be given, and many a dollar will be saved to the company in places and by means of which it can know nothing.

During the summer evil disposed persons, who have had no interest in the matter save a hope for their own advancement, have been attempting to stir up strife and discord by declaiming against the general officers of the various organizations because they have not declared war on every possible opportunity. Especial stress has been placed upon the statement that these officers have, by means of the power in them vested, forced their men to accept the most distasteful and uncalled for conditions. In general, these statements are absolutely without foundation. So far as our own Order is concerned, no settlements have been made save in accord with the directly expressed wish of the men themselves, or with the full endorsement of the committee having the matter in charge.

Contributors should always be particular to give full credit for any matter quoted or copied by them from another author. Nothing is to be gained by claiming the authorship of another's productions; on the contrary such action frequently leads the would-be deceiver into most embarrassing situations. In a reading country like the United States it is practically impossible to palm off anything of value as your own, which has been written and published by another. Detection is absolutely certain to follow any such

attempt, and those who wish to gain the praise of the public will find it the part of wisdom to offer only their own intellectual creations. At the risk of repetition, we would also urge upon all our contributors the absolute necessity for the full name being attached to each contribution, not necessarily to be published, but to furnish the editor with that knowledge of his correspondent without which he would not be wise in assuming the responsibilities of publication.

Now that the much abused Sherman bill has been repealed, after a series of disgraceful legislative scenes, it is to be hoped a change for the better may soon be felt in the general financial condition. The friends of repeal have been eager to saddle upon this bill the responsibility for all the troubles of the past summer, and have been generous in their promises of better things when it should have been wiped from the statute books. Their wishes have now been made law, and their promises should be given speedy fulfillment. At the very least, this action should be followed by some measure of restoration in public confidence, which is so essential to the healthy conduct of the financial affairs of any nation. It also takes from the corporations one of their standard pleas, used in attempting to beat down the wages of their men, and, with reports showing a steady increase in general business, it is difficult to imagine just what cloak these demands will next assume.

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According to the reports given by the daily papers, the operator whose erroneous dispatch caused the recent terrible disaster at Colehour, discovered his mistake shortly after it was made, but was unable to call up the operator at that point in time to rectify it. Such unfortunate happenings as this are of too frequent occurrence and give point to the demand for some system of emergency calls by which the operators at these small stations may be reached at all hours. Many of these men are obliged to perform the complex duties of station agent, express agent and baggage master, as well as operator, and naturally cannot be within reach of their keys all the time, but obviously there should be some way of reaching them when life is at stake, as it was in the case mentioned. A recent inventor claims to be able to solve the difficulty by means of a bell, large enough to be heard at some distance, which can be cut into the circuit by the dispatcher in an emergency and will then ring until cut out by the local operator. If by the use of some such means as this one such accident as the one under consideration can be prevented, the full cost of all the bells in use will have been met.

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With the beginning of the new year, THE CONDUCTOR will be sent to all members of the Order in good standing free of charge. This means that, so far as the members are concerned, their official organ will have no direct revenue, but will be forced to depend on taxation for its support. All of the additional drain upon the membership of the Order, thus created, may be easily avoided if the members will only take upon themselves

the comparatively slight burden of making their official organ self-supporting. To do this it only will be necessary for each free subscriber to add a paying one to the list. There is no conductor in all this broad land who will question for one moment his ability to secure an additional reader for his monthly magazine; in fact, there are but few who could not secure many times the number without inconvenience or expense. The liberal premiums offered will more than repay every outlay, and the longer the list secured the greater the per cent. of actual gain. But this incentive should not be needed. Every member of our Order should take a pride in its official organ and be willing to assist by every means in his power in making it thoroughly representative of the organization. The amount to be derived from such a subscription list as has been mentioned would go far towards bringing about the desired result, and it would remove much of the burden now carried by the Order. Let each member exert himself to secure at least one paying subscriber for the coming year, and the managers will readily pledge themselves to the giving in return of a periodical which will be a credit not only to the O. R. C., but to all organized labor.

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The first biennial convention of the Brotherhood of Railroad Trainmen, held in Boston, commencing October 16th and lasting until the night of October 27th, was one of the most successful ever held by such an organization in this country. Over five hundred lodges were represented by delegates, and the thoughtful and considerate attention given to every measure brought before them filled their sessions with interest and profit to the entire Order. Their election resulted in the return of Grand Master Wilkinson, First Vice Grand Master Morrissey, Third Vice Grand Master Newman, Secretary and Treasurer Sheahan to the positions they have so acceptably filled in the past. Al Brown, of Philadelphia, was elected to the position of Second Vice Grand Master, to succeed T. T. Slattery. The reports made by the Grand Officers show the Brotherhood to be in a most flourishing condition, with flattering prospects for even greater growth in the year to come. While we are not conversant with the business in general transacted during their session, it is known that their experience, in common with that of all other similar organizations, gave emphasis to the need for some law clearly defining what should constitute a total disability, and a provision similar to that now in force within the O. R. C., was adopted. Not the least interesting feature in the convention was the hearty and flattering endorsement given the work of Bro. Cease

as editor of *The Railroad Trainmen's Journal*. This endorsement could have been none the less pleasing to him because of having been so thoroughly merited in every particular.

Since the tragic death of President Garfield, no event has so shocked our nation as the assassination of Mayor Carter H. Harrison, on the threshold of his own home in Chicago on the evening of Oct. 28 last. While not a great man, as great men are ordinarily measured, Mr. Harrison had so mastered the secret of success in political life, and had so won upon the affections of the men who control the destinies of his home city, as to have been five times elected to the highest position in their gift. To but few men is it given in this life to surround themselves with so wide a circle of devoted personal friends, and to the qualities of mind and person making this possible was due much of the success that crowned his life. In no sense a purist, he did not claim to be able to obliterate vice, and his methods of official administration at times brought him the most bitter abuse from that school of political moralists who seem to feel especially entrusted with the salvation of their fellow men. Time has shown, however, that there was as little in his life to warrant this abuse as there was to win for it so terrible an ending. His death must be regarded as a public calamity, and has been mourned as such. It was all the more sorrowful because of his approaching marriage to a most estimable young lady, and to her and to the bereaved family have been extended the tenderest sympathy, not only of the city that was his chief mourner, but of a united people, all of whom were bowed in grief about the bier of the World's Fair mayor, so cruelly murdered.

If the reports in the daily papers are to be believed, there has been a most decided change of heart among some of the manufacturers in Pennsylvania within the past few weeks. A circular was recently published from one of them, the effect of which was to exclude foreigners from his works in the future. According to this statement the preference will be given to Americans with families, and the foreigners will be obliged to seek work elsewhere. At the first glance this would seem to be about the proper thing to do, especially to those who look at it from an American standpoint, but there are several things to be taken into consideration before passing final judgment upon this particular case. In the first place, it shows the rankest ingratitude on the part of the manufacturer, as the Hungarians he

now so coolly dismisses were brought by him from the old country upon the pledge of permanent employment, and for the purpose of enabling him to beat down the wages he had been paying his American workmen. Having used them to effect that purpose, he now discharges them in cold blood, without a thought for their future, and generously offers to take back his old men at the wages he has been paying the foreigners! If there were no other reason than the rights of these defrauded Huns, such men as the one in question should not be allowed to so play upon the needs of their fellow men. Without the least knowledge of the situation they have been used by an unprincipled man as tools with which to wrong the very men to whom he owed his first duty, and having served that purpose they are now thrown upon their own resources. Their condition must now be a thousand times worse than it could have been in their old homes. Here they are surrounded by men who are prone to look upon them as the cause rather than simply the agent of their miseries, and who are not slow to resent their wrongs. They are neither so skillful nor so desirable employes in any way as the men they succeeded, and once out of a place they can only secure work again when the circumstances which first called for their employment again arise. Leaving out of the question the injustice of forcing such competition upon the American workman, common justice demands that these men should never again be subjected to such outrage. Obviously the only way to prevent its repetition is to impose a rigid restriction upon their importation. If there ever will be a time when a change in our immigration laws could be with justice demanded, it is now. The new law need not be so strict as to exclude all deserving foreigners who seek to obtain some of the advantages of our incomparable country, but the dictates of a common justice and a common humanity call for a measure strong enough to make forever impossible the repetition of these disgraceful wrongs.

The November number of *The Foreman's Advance Advocate* contains a full and interesting account of the second annual convention of the International Brotherhood of Railway Track Foremen, held in Atlanta, Ga., commencing October 2 last. All the sessions were well attended, and the loyal spirit shown no less than the business transacted, furnishes warrant for the future growth of the organization. The old officers were complimented by re-election, and St. Louis chosen as the next place of meeting.

## COMMENT.

As winter approaches, the newspapers once more begin their bluster concerning the exactions of the coal trust. It is stated that the cost of mining a ton of anthracite coal is less than \$1, and that its selling price varies from \$5 to \$6 a ton within a range of 100 miles of the mines. It is also remarked that the prevailing money stringency has not resulted in any reduction in the price of this prime necessity of life, but, on the contrary, there seems to be a disposition on the part of the great coal operators to screw the price up a little higher, if possible. The newspapers are probably doing a good work in calling attention to the exactions of this gigantic trust, but they are wasting words by their frantic appeals for the enforcement of the anti-trust law.

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It may well be doubted that there was ever any serious intention of enforcing this law, as against the great trusts of the country. So far, the law has proved a mere farce; as the only important function it has been called on to perform has been to restrain certain labor organizations from obtaining the justice which their members demanded, and placing them at the mercy of those very combinations of capital which the provisions of the law are, presumably, directed against. But, whatever the intent of the law or its makers, we may be quite certain that it is idle to look for any relief from that source as long as we have an attorney-general who has publicly declared his belief in the law's unconstitutionality. It may dawn upon the public mind some time or other, that these anti-trust laws are not the source of much worry to the trusts, and that the public eventually pays back to the trusts every cent it costs them to evade and over-ride such laws, in the shape of increased prices. When the public becomes thoroughly alive to this fact, it will very likely consent to attack the evil at its source and tax the trusts out of existence. Then, and not till then, shall the people obtain substantial relief.

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By the way, there has recently been introduced into the senate a bill repealing the Sherman anti-trust law, and giving a new legal definition of a trust. This bill defines a trust as "two or more persons having a common interest in suppressing competition, raising prices or transportation charges, or limiting, decreasing or controlling competition." Such combinations are declared illegal, and the new bill provides for their perpet-

ual injunction. Should this bill pass, Attorney-General Olney might be induced to spare sufficient time from his exacting duties as director of the Boston & Albany railroad to do a little work for the United States, and bring some suits under it. The supreme court might be safely depended upon to declare such a law unconstitutional.

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The attitude of some of our great preachers on the immigration question is amusing, because of its inconsistency with the tenets of the religion they pretend to expound. They cry out with great indignation against the exclusion of the ignorant, degraded and non-assimilable Chinese; they anathematize with direst curses those who attempt to deliver us from the contaminating presence of these degraded foreigners, and, at the same time, they are loud in their demands for the exclusion of the ignorant and degraded foreigners from European countries. None are more earnest than the preachers in their attempts to save us from the contaminating presence of these European foreigners. But why this discrimination in favor of the Chinese? The Chinese are, admittedly, much more of a menace to our institutions than are the immigrants from any European country; why should they be permitted to come among us while the others are excluded? The reason is so ridiculous that it is a wonder the preachers do not perceive it and hold their tongues for very shame's sake. The European immigrants are Christians, and the Chinese are not. These European immigrants accept the forms and dogmas of the Christian religion, therefore the preachers have no interest in them other than to preserve our people from their contaminating influence; but the Chinese are heathens, they have not yet accepted the light of Christianity, and, for fear that their work of Christianizing these heathens might be interfered with by exclusion, the preachers condemn exclusion and denounce it as iniquitous. One would think that with the practical example of people who have been Christianized for a period of eighteen centuries, and yet so degraded and ignorant that it is claimed they are unfit to associate with citizens of a free country, before their eyes, the preachers would have decency enough about them to refrain from opposing Chinese exclusion on such grounds as they do. It may well be doubted whether the Chinese would be much the gainers by accepting the tenets of Christianity after all. There is one thing sure; reasoning by analogy, their acceptance of Christianity would

lose them the support of many a doughty ecclesiastical champion of their rights.

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This nineteenth century Christian (?) religion is a queer product at the best; it leads its devotees into many and devious ways. Down in Nebraska, a short time ago, it led some members of that highly moral organization which has taken it upon itself to reform everything in the world besides itself, the W. C. T. U., to enact the role of whitecaps and perform the highly christian act of committing forgery for the purpose of decoying six young women into an ambush where they might flog them at their leisure, all because the morals of the young women did not come quite up to the W. C. T. U. standard. Truly we may paraphrase the exclamation of Madame Roland, when she was led to execution, and say: "O, Christianity! what crimes are committed in thy name."

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The American people will be immensely relieved to learn that the report that the duke of Veragua lost his fortune in speculating in stocks on the Paris bourse, is a base slander on his royal dukeship's honor. Minister Snowden, recently returned from Spain, has taken occasion to set the American public right in the matter of the duke's loss; he did not lose his fortune through unlucky speculations on the stock exchange at all, he lost it in the laudable attempt to introduce the noble sport of bull-fighting to the Parisian public. It seems that the duke was the breeder of a very choice strain of fighting bulls, and quite naturally took a lively interest in the national sport of his country; he became the head of a company of capitalists who undertook to build a large arena in Paris where the duke's bulls could fight it out for the delectation of the Parisians. But the Parisians didn't take kindly to bull fighting, and the enterprise proved a failure, involving the duke in financial ruin. We knew there was something about stock mixed up with the duke's affairs, but now that the honora-

ble Mr. Snowden has set the American people right as to the facts in the matter, they will no doubt come forward with alacrity and drop their nickels and quarters where they will do the most good.

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One of the smallest, most contemptible acts ever committed by the representatives of a great and powerful government was committed in New York City recently, when Emma Goldman was sentenced to twelve months' imprisonment for teaching so-called anarchistic doctrines to unemployed workmen. Here is a poor weak girl, whom the authorities are so afraid of that they find it necessary to imprison, in order to preserve our institutions from crumbling away under the influence of her teaching. Well may we doubt that a government which is in danger of subversion from the teachings of a poor weak girl, is worth preserving at all. Well may we consider the suspicion that the army of unemployed now present in this country is the result of the iniquitous conditions fostered by our rulers, a well founded one. For, truly, "The wicked flee when no man pursueth." Is it not a travesty upon all our traditions of government, that the time should ever come in this republic when we should find it necessary to make war upon unprotected women in order to preserve that government intact? Truly, we have reached the acme of our decrepitude as a government when it comes to that. And do the authorities imagine that they shall secure safety by imprisoning the blatant, loud-mouthed expounders and demagogues, either male or female, who inveigh against our institutions? Rather shall the doctrines of anarchy in this way gather force; for every anarchist suppressed one hundred will take his place. The way to kill anarchy is to stop breeding anarchists, and the way to stop breeding anarchists is to inaugurate a reign of justice in our law-making power. Workingmen shall do it whenever they awake to their duties as American citizens.

"B."

Sunshine for the robin's song,

Night for the whippoorwill's;

The morning hours

For the scent of flowers

And joyous chirps and trills;

And all the day from dawn till night

For warbling birds and flowers bright.

Dark hours for the whippoorwill,

Light for the robin's voice;

And all the time

For lilting rhyme

That makes the woods rejoice;

And all the time and all the hours

For song of birds and bloom of flowers.

—November St. Nicholas.



JACKSON, Tenn., Nov. 2, 1893.

*Editor Railway Conductor:*

Once more I will try to let our Sisters hear from Ideal Division No. 39. We are not asleep if we have been silent for some time.

Several new members have been initiated during the past two months and all will prove to be good workers if they continue as interested as they have started out. All our meetings are highly enjoyable and we hope to make our division a place of attraction for all the members. We have gone to work to get up the "Oh Why?" degree, as we all are anxious to see the Brothers take a degree and see how bravely they can stand torture, then we will treat them so nicely they will be proud to say, "I have taken the 'Oh Why?'" degree.

We have anticipated a visit from our Grand President during the past ten days, but as yet we have not heard for sure if she will come, but hope if she makes her trip south she will not overlook Ideal Division's invitation.

With best wishes for THE CONDUCTOR, I am

Yours in T. F.

MRS. P. B. WILKINSON.

ANDREWS, Ind., Oct. 20, 1893.

*Editor Railway Conductor:*

Leap Year Division No. 18 has a small membership, but a pleasant time at every meeting. We are all very good friends, and feel that our being joined together for a common cause "has indeed done us good, and not evil, all the days of our lives." Grand President Sister Moore was here a short time since, and was pleasantly entertained at the house of our sister, Mrs. Gunn. She gave us some wise counsel, for which we are grateful.

Hoping for the prosperity of our beloved Auxiliary, I am Yours in T. F.,

CORA S. BAALS, R. Sec.

MEMPHIS, Tenn., Oct. 28, 1893.

*Editor Railway Conductor:*

Last March Bluff City Division No. 29, Ladies'

Auxiliary to O. R. C., was formally instituted, and under the most encouraging auspices. They started with an excellent membership, and the ladies have since demonstrated not only their ability to run a Division successfully, but a devotion to the cause that cannot but be most grateful to the Brothers. Along with their other officers they elected a corresponding secretary, and we have all been anxiously looking in THE CONDUCTOR for some mention of No. 29 from her facile pen, but so far have been doomed to disappointment. The Division has been so actively at work and so successful as to furnish material for a number of interesting communications, so we have concluded it must be the bashfulness of the correspondent that stands in the way.

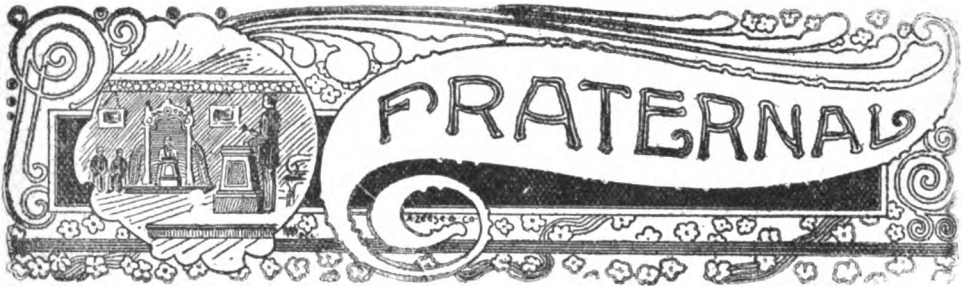
In the opinion of "the brethren" No. 29 is one of the best Divisions in all the Auxiliary membership, though only seven months old, and we cannot now understand how we ever get along without the ladies. When they had been organized but a month they gave an entertainment which cleared over \$200, a better showing than we could make. They were fortunate in selecting Mrs. Dustan for their secretary, as she is a tireless worker and has also found time to paint a handsome altar cloth and present it to the Division. I understand she has made several other fine donations. It is to be hoped the sisters appreciate the work of their secretary, as she has a difficult and laborious place to fill.

We are soon to take the "Oh! Why?" and the ladies find special pleasure in dilating upon the fine physical condition of their goat. He has been fed for weeks upon nothing but angel's food and ambrosia, and the ferocity thus aroused will doubtless make the boldest of us quail.

Now, Mr. Editor, please see that this does not reach the little basket on the other side of your desk, in the hope that it may encourage the correspondent to hereafter chronicle all the doings of our beloved Auxiliary in THE CONDUCTOR.

Yours in P. F.,

DIVISION No. 175.



CONCORD, N. H., Oct. 9, 1893.

*Editor Railway Conductor:*

I take great interest in reading THE CONDUCTOR, and as I look my books through I never see anything about New Hampshire. Concord Division No. 335 was organized one year ago with 20 charter members, and we have 26 at present writing. Not a large membership, but what we lack in quantity we hope to make up in quality, and we are gaining slowly but surely. Eastern people do not enthuse as our warm-hearted western brothers, but, after all, we "get there," and we have brothers who have joined us to stay until called into that Grand Lodge "beyond." No. 335, located in the capital city of the "granite state," ought to be one of the leading Divisions of our Order. We meet the first Sunday of each month. There are about 100 conductors running in here, and it seems too bad to say we have only 26, where we ought to have 75, at least. As in all orders, we have some who stay away from meetings when seemingly there is no good excuse for so doing, but with this cool weather we expect more interest and many new members. We want something to bring us together, put more brotherly love into our hearts and cause us to feel we each have something to do, and the sooner we do it the better off we will be.

It's time for brakes.

Yours in P. F.,

CONCORD.

JACKSON, Mich., Oct. 22.

*Editor Railway Conductor:*

In looking over the letters from your correspondents I find from month to month nothing from Division No. 182. This, perhaps, is not for want of talent, but simply through neglect, for I feel safe in saying that we have a number of members who could write with both interest and profit to the Order.

I want especially to urge upon the Brothers the necessity for their giving earnest support to their official organ. If they will do this it may be made a most potent factor in building up and

sustaining our organization. The easiest and most efficient way in which this may be done is for each one to make it a point to send in at least one paying subscriber before the end of the year, and by so doing extend the sphere of its influence and usefulness.

We feel and see that the lines are being drawn more closely about us every day and when such decisions are handed down as that in the Ann Arbor strike it becomes our duty to ask why we should not be given protection? We are told by some that we have a good job. I ask, in the name of our Maker, if a conductor who has served a natural life as a brakeman should not have something he could call good? My meaning of a natural life is drawn from my own experience and the knowledge of others in the same situation. The question might be asked if there must not be a deficiency somewhere to cause a man to serve five or six years on the wheel? This can be answered by saying that the supply and demand govern in this as well as in any other occupation or industry.

Everything is moving on the M. C. at a lively rate. The great rush to the World's Fair is now on us and our freight boys are all on tri-weekly runs, especially our main line locals. This will be overcome, it is hoped, after the fair is over. Our forces in the past have been greatly reduced on account of the suspension of business, caused, I am told, by lack of confidence; but my idea of it is a lack of finance. But the hope of the future, what a grand thought this is; how it reconciles us as we take upon ourselves the duties set before us from day to day. To some it brings sorrow, to some it brings joy, but on we must go, hurrying through life, until we "shuffle off this mortal coil."

I may be a little previous in taking the liberty, but I would like to gently reprimand our Brothers who have not gazed on our charter for a year or more. And these same men, (I can't hardly say Brothers), if anything goes wrong, get right on their dignity, saying that the Order is no good, and, in fact, so far as they help it by attendance,

it is no good. The scriptures tell us "many are called, but few are chosen." I would like to change this and have it, "Many are chosen, but few called at the division meetings." Brothers, here is where we counsel about our interests, here it is we can build up that which tends to elevate man. Above all things I would urge every brother who has not taken out an insurance policy to do so before it is too late. We read in almost every issue of THE CONDUCTOR of the death of some Brother who had neglected this duty he owed himself and family. Petitions for aid are being presented quite frequently in behalf of some one who had neglected this great duty.

Yours in P. F.

J. E. OLDFIELD,

PHILADELPHIA, Penn., Oct. 9, 1893.

*Editor Railway Conductor:*

Although I have watched the issues of THE CONDUCTOR for some time past, I have not seen Division No. 162 represented as yet. Now if the intelligent of our members will not show their intelligence, the ignorant must try their luck at representing them, and leave the remainder to judge as to their success or failure in this respect. I may say we are still forging ahead, and are initiating candidates into our ranks almost every meeting. Financially we are prospering. If all is well we expect to celebrate our anniversary next month, when we anticipate a good time generally, as our committee is already appointed and consists of the choicest element our Division could produce.

We number about 189 members at present, but like a great many other Divisions, we find it very difficult to get anything like the full membership to attend our meetings. It is safe to say, however, that we will be almost sure to have at least one good assemblage next month when we celebrate our anniversary.

At the request of several of the members we have changed our meetings from every alternate Sunday afternoon to the second Thursday evening and fourth Sunday afternoon of each month, and hope to see a better attendance as assured by the advocates of the change. Although business has been very dull in our city, yet railroad men generally have no reason to complain, as the writer has lost but one day as the result of the hard times, and I think I may say very few have suffered to a much greater extent so far.

The Pennsylvania Railroad has given two free excursions to its employes to enable them to see the World's Fair and they were pronounced complete successes by several who

availed themselves of the generosity of the company.

Our sick list is small when compared with that of some other Divisions, and if an epidemic of some kind does not visit us we hope to pull through the winter season with ease. Brother Mars, who was unfortunate enough to lose his big toe, was improving nicely at the last report.

This being my first attempt at contributing to our "Fraternal" columns, while void of eloquence, yet I hope it may be instrumental in urging some of the more enlightened Brothers to present something of general interest in next month's issue. We have some original thinkers in our Division, and I hope some of them may put their thoughts in writing for the good of the Order in general, and that we may occasionally see Division No. 162 represented in the future.

Yours in P. F.,

RIGHT SIDE.

#### A Railroader's Thanksgiving.

"Whenever I hear anyone speaking about Thanksgiving, it reminds me of one of those holidays, a good many years ago, when I was thankful, if ever a man was in this world." This was the opening sentence with which an old-time C., B. & Q. conductor, now on the retired list, called a group about him on the occasion of a social gathering in this city not long since. They all knew this statement was but the introduction to a good story, and a demand to hear the rest of it was at once heard from all sides. "Well," he continued, "I don't know that I have any decided objections to telling you how it was, but you must understand from the first that it will contain no thrilling account of wonderful heroism, such as the writers in our daily papers are so fond of delineating about us men who move the world. At the time of which I was speaking I was serving as a brakeman on the classic 'Q' and it will be needless for me to remind you that it must have been a good many years ago. My crew pulled into Ottumwa, the western end of our division, sometime during Thanksgiving morning and we were all congratulating ourselves upon having the rest of the day at home, but such rejoicing was just a trifle premature, as we found a little later. Then, as now, there was no rest for the wicked, and we had hardly finished our preparations for a day of genuine enjoyment when the order came for us to start back over the road about the middle of the afternoon. You may be sure the order was received with anything but a thankful spirit and there was weeping and wailing around our quarters during the remainder of the stay. Fin-

ally we started, and from the time we left the top of Agency Hill it did seem as if the very fates had conspired against us to our utter undoing. In spite of the fact that the engineer was pounding along as hard as he knew how, we lost time on every turn, and it seemed as if the dispatchers had been saving all the trials and tribulations of an exceedingly bad week to pour out upon our devoted heads. It will not be difficult for you to imagine the result, and it would be very safe to say our language on that memorable occasion would not have been gratifying to most of our ministerial brethren. Matters grew from bad to worse until, by the time we had reached that picturesque ruin, called Rome, we were at least two hours behind time and had lost all hope for the future. Those of you who have traveled through the region in question will remember a stream known as Big Creek, which meanders about through the country between the village just mentioned and the once Athens of Iowa, now known on the maps by the commonplace appellation of Mt. Pleasant. The bridge over this raging torrent was then an old-fashioned wooden affair standing about forty feet above the water. The road approaching it from the west winds down through a series of hills of quite respectable size for Iowa, and the first sight given of the bridge is from the top of a heavy grade and but a short distance away. I was riding on the engine and when we pulled out of Rome the engineer remarked, with an emphasis I shall not attempt to repeat, that he was going to make up some of that lost time or know the reason why. Just about this time a cold, sleeting rain began to fall as if on purpose to assist him in this laudable endeavor, and his remarks, when this addition to the day's pleasures was first called to notice, might have been taken as an evidence of good faith but would hardly have done for publication. These little difficulties, however, did not detract in the least from his purpose of making up the lost time, and he devoted his energies in that direction until the old engine seemed to be running on one wheel most of the time while whipping around those curves through the timber, and I would have been only too glad to give up all my hopes of pleasure for the remnant left of that holiday if I could have been allowed to get off and walk. We were going at this mad rate when we rounded the curve at the top of Big Creek hill and perhaps some of you can imagine our feelings when we saw, through the darkness and rain, a mass of livid flames winding up through the framework of the old wooden truss spanning the gulch below. With a dry rail it would have been impossible for us to stop in the

distance, on such a hill and at the rate we were going, and it did not take the engineer a moment to determine that fact. As I turned I saw him shut his teeth together, tight and set sail for the flaming structure, saying, apparently to himself, 'Maybe it will hold us yet, it looks strong enough.' My first impulse was to jump but it was a long way down the hill on my side and, while I was debating and wondering how I would look when picked up, we whirled through the fiery network of timbers as if carried on the wings of a whirlwind. When the train struck the end of the bridge I remember drawing a long breath and thinking, this is the last of me, while the most wonderful visions of my past life seemed to crowd before my mind in one great picture, bringing into strong relief the most trivial acts, long before forgotten. Still I had an abundance of time, apparently, and I remember very distinctly noticing the set look about the engineer's mouth and how he gripped the lever until the ends of his fingers were white, and of wondering to myself at my ability to notice anything. Only the very smallest fraction of a second could have been taken in this passage, and to our complete surprise we were climbing the grade on the other side, safe and sound. At first I could not bring myself to believe it true. The thought came that we had all been killed and this must be the onward swing of consciousness, but gradually there came a growing realization that our danger was passed and with it came a sense of relief, such as I can never explain. Then I looked back and, when the truth as to the frightful danger which had menaced us dawned upon me, burst into a laugh which made my comrades in the cab look upon me as insane. The explanation, however, was as easy as the terror had been real. Some boys had built a bonfire on the bank of the creek below the bridge and the flames from it burned up in such a way as to make it look from the other side as if the entire structure must be on fire. We may not have been very thankful during the first part of that trip but it would have taken a search warrant to have found a more sincerely grateful lot during the remainder of the night."

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How doth the little busy bee  
Employ each blooming minute,  
In driving pegs for industry  
And all the good there's in it.  
And when he seats himself to talk,  
Of labor hard and free,  
His argument is very strong—  
His point is plain to see.

—*Minneapolis Journal*.



*The New York Musical Echo* for November is at hand, and proves to be one of the best of the year. It is full of most excellent selections, both vocal and instrumental, and will well repay careful study.

The World's Fair at Chicago has created a department in the newspapers of that city which has become a necessity to all who would keep well informed. *The Chicago Herald* has, since the inception of the enterprise, excelled all rivals in this field. \*

Among the new exchanges for the past month, one of the most welcome is *Ye Railroad Men*, published at Boston. It is designed to succeed *The New England Telegrapher*, but will be devoted to all railroad interests, and not to any one particular class. The initial numbers are bright and newsy, and under the guidance of G. L. Walker *Ye Railroad Men* may well become a power in its chosen field.

A close observer cannot fail to notice the rapidity with which *The Chicago Herald* has come into general circulation. Traveling men have, perhaps, better opportunities for observation in such matters than any other class, and they are unanimous in declaring that *The Herald* has by far the largest circulation in the west of any Chicago daily. \*

Among the latest additions to THE CONDUCTOR'S exchange list is *The Knight Templar*, a monthly magazine devoted to the interests of concordant masonry, recently started by Rev. J. W. Geiger, at Marion, in this state. There is a rich field in Iowa for a thoroughly representative masonic publication, and the success that has already rewarded Mr. Geiger's venture is abundant warrant that he is the right man to take up the work of filling it. *The Knight Templar* already speaks for itself, and if its present excellence may be taken as a measure of the future, it is destined to take place among the standard publications in that line.

Oratory is no doubt a tradition of the House of Commons. What are we to say about it? In America you seem still to love talk for its own sake. I am told that in the states grown men and women really enjoy sitting still and being talked to in a loud voice. You love to hear the rolling sentence and the lofty and familiar sentiment. We don't. It cannot be denied that even common juries dislike what a few decades ago would have been considered very passable eloquence. It is daily growing upon us, this dislike of being talked to in a lofty vein—or, indeed, in any vein.—From "*The House of Commons*," by Augustine Birrell, in the November number of *Scribner's Magazine*.

It would be difficult to find a greater eclecticism in art than the November *Century* exhibits. The lions and the lambs of the now warring art schools here lie down together. The American arch-impressionist, Childe Hassam, gives—in a manner to delight the founder of his school, Claude Monet—his idea of Fifth Avenue, New York, while Trautschold (a new name) makes three intensely realistic illustrations of "Tramping with Tramps." These two series of drawings are as wide apart as the opposite poles. Between these are Louis Loeb, who made his bow to the American public in the August number of *The Century*; J. Carrell Lucas, another new name; W. Taber and Howard Hemlick; and the three painters, Walter Shirlaw, Horatio Walker and George Michel.

The "harmless lunatic" outside an asylum, occupies a position strictly analogous to that of the historic "unloaded" pistol. Each is, I think, responsible for about the same number of homicides. But the harmless weapon stops at that, while the harmless man easily takes the palm by adding a long list of other crimes. For most of these crimes the community can thank itself, because it foolishly tolerated in its midst a person whose only safe place of residence was an asylum. But one should not judge too harshly these excesses of altruism. We should remember rather

that the extreme tolerance shown these unfortunates who frequent the border lands of sanity, is but a manifestation of that love of liberty which has made possible the civilization in which we live. The ages which cast their paranoiacs into dungeons, or executed them for witchcraft, did not foster the spirit of liberty. Still one may, as I have intimated, go to the other extreme, and the lesson taught the community from time to time by "harmless lunatics," who shoot their fellow citizens, explode bombs among them and the like, is wholesome and necessary, even though severe.—From "*Social Relations of the Insane*," by Dr. Henry Smith Williams, in *North American Review* for November.

The November *Arena* closes the eighth volume of this popular Review, which, by the conspicuous ability of its contributors, its unequalled, fearless and healthy reformatory impulses, has become a power in our land. The November issue contains, among other brilliant papers, a noteworthy article written by the late Richard A. Proctor, in which the eminent astronomer reviews the claims of Bacon and Shakespeare at length. This paper was originally a portion of a correspondence between Mr. Proctor and his daughter. The Bacon-Shakespeare case closes in this issue. It contains verdicts from Henry Irving, Governor W. E. Russell and others. In this notable verdict twenty of the most eminent writers and critics in America and England are for Shakespeare, one votes for Bacon and four are undecided. Those who would keep in touch with live issues should include this Review in their list for the ensuing year. The announcements for 1894 are very interesting.

The repeated gains made by Harvard through the use of a kicking game must bear some fruit in the effect upon this year's play, and a stimulus to the kicking game has been greatly needed. Our players, and particularly the new ones, seem to learn every other style of play before this, and there are many teams who, like Cornell in the Harvard game last year, make no pretense of kicking, but admit that they cannot make use of it at all. To know but one method is to enter every contest handicapped, and in close games to lose by just that handicap. The third down must come even to the best running team at times, and then to give up the ball on the spot instead of thirty or forty yards down the field, is a heavy penalty for ignorance of the punt. And this is not all. If the day of an important match finds a strong wind blowing, the side which fails to take advantage of that wind when it is in their favor,

must become an easy prey for their more clever opponents, who can afford to rest while with the wind and concentrate all their energies into half the time.—*Foot-ball*, by Walter Camp, in *Outing* for November.

A magazine is usually satisfied with one strong feature for the month. *The Cosmopolitan*, however, presents for November no less than five very unusual ones. William Dean Howells gives the first of the letters of the traveler, who has been visiting this country, from Altruria. We have read Mr. Howells' impressions of the Altrurian, but in this first letter we have the Altrurian's impressions of New York, with some comments upon our government and society, calculated to awaken the most conservative minds. The second feature of *The Cosmopolitan* is the portion of the magazine given up to color work, no less than ten superb color illustrations being presented for the first time in magazine history, accompanying an article by Mrs. Roger A. Pryor on "Changes in Women's Costumes." The third feature is "American Notes," by Walter Besant, who was recently in America and is doing the United States for *The Cosmopolitan* à la Dickens. The fourth feature is an article by General Badeau on "The Forms of Invitation Used by the English Nobility." The article is illustrated by the facsimile of cards to the Queen's drawing-room, to dinner at the Princess of Wales, and to many leading houses of England. Finally, we have a new and very curious story by Mark Twain, called "The Esquimaux Maiden's Romance." It is in his happiest vein, and is illustrated by Dan Beard. The November number presents the work of many artists, among whom are: C. S. Reinhardt, Otto Guillonet, J. H. Harper, G. Hudson, Franz von Lenbach, George Wharton Edwards, F. Schuyler Matthews, Dan Beard, W. L. Sontag, Jr., F. G. Atwood, C. Hirschberg, J. Habert-Dys, August Franzen, Louis J. Read, J. N. Hutchins and Hamilton Gibson.

One of the most timely articles of the *Review of Reviews* for November is the character sketch of Lobengula, king of the Matabele tribe in Southern Africa, with which the British are now at war. This monarch, it seems, is absolute lord over some 300,000 men, women and children, and like many other modern savages leads a busy life, largely filled with routine official duties. The sketch gives a very vivid picture of the characteristics of the king—mental, physical, moral and official—and records the impressions which two of his aged followers received while upon an embassy from Lobengula to Queen Victoria. The causes of the present war, and the circumstances immediately preceding it, are also explained.



*Assessment Life Insurance—Forfeiture of Certificate—Notice to Pay Assessments—Insanity.*

Action to recover upon a certificate of life insurance. Plaintiff had judgment and defendant appealed.

Where the laws of this state (New York) provide that "no life insurance company" shall have power to declare a policy forfeited or lapsed for "non-payment of any annual premium or interest," unless notice to pay within a certain time has been given. And when the laws provide that the same shall not apply to policies issued on monthly or weekly installments of premiums, if the applications therefor waive the notices, *held*, that such laws construed in connection with the laws of 1877 will apply to policies or certificates payable out of a fund created by assessments.

Where the question in the application, "What is the condition of the health of your mother?" and the answer was "Sound." The fact is the mother was afflicted with a serious form of insanity, violent, profane and obscene. *Held*, in an action on a life insurance certificate, it will not be held as a matter of law that the insanity of the insured when the application for insurance was made was an unsound condition of health. Judgment affirmed.

*Jackson v. National Life Association of Hartford*, N. Y. S. C., Sept. 15, 1893.

NOTE: In this case no evidence was given to show whether an insane person is considered among medical men as in an unsound condition of health. But obviously mere mental aberration will not necessarily constitute ill health. To what extent mental disturbance will destroy or interfere with the functions of the body must depend upon circumstances of each case. In so far as warranties are concerned it is a question of fact in each instance, to be solved by the evidence.

*Mutual Benefit Insurance—Suit on Certificate—Interest.*

1. In an action on a certificate of life insurance where the application for membership in the association and statements of the applicant to the medical examiner, both of which are on file

in the office of the secretary, and referred to in the benefit certificate and made part of the contract, need not be set out in the complaint.

2. Where the certificate sued on by which defendant promised "to pay out of the benefit fund to (plaintiff) a sum not exceeding \$500," the complaint after setting out the certificate alleged that "by the terms and conditions of the said contract the said defendant promised to pay to the plaintiff, out of its benefit fund, the sum of \$5,000;" that the member had performed all the conditions of the contract; "and that the sum of \$5,000 is now due and owing from the said defendant to the plaintiff."

*Held*, that the complaint sufficiently stated a cause of action for \$5,000.

3. A provision in a benefit certificate, that it shall be payable only on its surrender, is waived where the benefit society refuses to pay solely on the grounds of non-payment of assessments, and that another beneficiary had been substituted.

4. That in an action on such certificate, by the terms of which the claim was not due until proof of death was furnished, interest will be allowed only from the commencement of the action, when the complaint merely states that proof of death had been made without showing when, and the findings only show that the proof was made "before the commencement of this action." Plaintiff's judgment modified.

*Himelni v. American Legion of Honor*, Calif. S. C., Aug. 30, 1893.

*Endowment Associations—Assessments—Legality—By-Laws—Authority to Amend—Diversion of Endowment Fund.*

When the by-laws of an "endowment league," provided for general and endowment funds created by quarterly dues and monthly assessments, and for the payment of matured endowment coupons out of the general fund, provided the holder is "in good standing" at the maturity of the coupon. They also provide that "when the demands on the endowment fund require, the levy of additional assessments shall be made;"

that such fund should only be used to pay matured coupons; and that the board of directors are "invested with full power to enact laws for the government of the league."

*Held.* That such board had no authority, without the consent of all the members, to divide the endowment fund, and create a reserve fund, by amendment to the by-laws; so that the demands on the former fund would "require the levy of additional assessments," and add to the condition of payment of coupons that, "the assessment or assessments levied for the month in which the coupon is payable" must be paid.

2. Where at the time of the levy of certain assessments on a member, there was more than enough money in the endowment fund, and in other funds not provided for by the by-laws at the time he became a member, to which part of the former fund had been transferred, to meet all obligations payable out of the endowment fund, such extra assessments are illegal, though the amount in the endowment fund as kept by the association was insufficient to pay such obligations.

*Held.* 3. That assessments levied to meet prospective obligations on endowment coupons are illegal. *Hogan v. Pacific Endowment League*, Cal. S. C., Aug. 14, 1893.

*Benevolent Insurance Order—Secession of a Majority of Members—Property Rights—National Organization.*

Action by the plaintiffs on behalf of themselves and other members of a local division of the association against defendant and others holding themselves out as trustees and members of said local division to establish plaintiffs' rights in a fund deposited to the credit of such division in the Western Saving Fund Association, which is made a party defendant. From a rule dismissing the bill by the Master, the plaintiffs appealed.

*Held.* 1. That where a local division of a benevolent insurance society or benefit association, by virtue of its constitution and by-laws, as a member of a national organization, a majority present at a meeting of the local division has no power, against the will of the minority present, to renounce allegiance to the national body, and at the same time carry with it the property of the local division, since the secession of the majority deprives it of all property rights in the organization.

*Held.* 2. The fact that the subsequent proceedings of the minority in continuing the organization may have been irregular, and in violation of the constitution of the national body, does not give the majority, who had seceded, any rights in

the property of the local division. Judgment of dismissal affirmed.

*Gorman et al. v. O'Connor, et al.*, Penn. S. C., Aug., 1893.

*Note:* Where dissension brings about a division in an association, the seceders, notwithstanding they may be in the majority, cannot as a matter of law acquire property rights against the minority where the minority party adheres to, and is more nearly in harmony with its own laws, and the laws, usages and customs, as well as principles which were accepted before the dissension arose. These are the principal standards by which courts determine which party is right. The acts of a majority at any meeting of a local division, in severing allegiance to the present organization, will not be interpreted as the act of the division, but simply the act of separate individuals composing the majority. But should the entire body secede, the organization becomes extinct. But where opposition to secession is interposed, such opposition is sufficient to keep the organization alive, hence the funds and property rights remain with them. The Massachusetts supreme court held, that when a majority of the members of an association sought to transfer the division of a certain organization to a new organization, and took possession of the property for that purpose, that so long as the proceedings of the minority who remained members of the old organization, were regular, and the action of the majority was an evidence of their intention to withdraw from the old, hence by such action they ceased to be members of the society and division under the old constitution. The authorities emphatically and persistently deny that seceding bodies from a regular constituted body have any right to take with them any portion of the property belonging to such original division. Parties who become members of benefit or insurance societies do so for the sake of benefits to be derived and with an abiding faith that such association will be conducted according to the known principles taught in its constitution, and not by the whims of agitating majorities. Equity will not enquire which party has the majority in matters of dispute, for a majority cannot in any manner affect the lawful rights of the minority. The only inquiry entered into is which party is right according to the law by which the members have hitherto consented to be governed.

*Assignment of a Benefit Certificate—Consent of the Association.*

Action against the defendant association and other interpleaders to recover on a certificate of life insurance. The cause was resisted on the ground that the suit was brought by an assignee to whom the certificate had been assigned without knowledge or consent of the association, thereby rendering the association's liability questionable as between said assignee and the assured's representatives. The court ruled that in fire policies there is usually a condition that any assignment will be void, without the assent of the insurer be first obtained. The reason of

this is obviously because a fire policy might be written for "A" but denied to "B." In such case the character and integrity and caution of the party constitute important considerations. While the character of one person would be a complete guaranty that he would not fire his house or goods, the character of the assignee might furnish no such assurance. But no such reason obtains in the case of insurance on human life in order to make the validity of the assignee good and satisfactory. Therefore the assignment of such a certificate of life insurance without the consent of the association will not estop the assignee to recover the proceeds thereof.

*Castor v. Mut. Life and Ben. Ass'n.* Md. S. C., of App., July 21, 1893.

**Forfeited Membership—Restoration—Stipulation—Fraud.**

In an action to enforce a restoration to membership the defense alleged that the member had by intentional non-payment of over-due assessments forfeited his membership, all interest therein, and all benefits to be derived therefrom. That in his application for reinstatement by payment of such assessments, in consideration that the association would accept them, he stated that he was then in good health and that there was nothing in his habits or condition which was likely to impair his health or shorten his life, and that, if this statement be found to be in any respects untrue, the certificate shall be treated in the same manner as if the assessment had not been accepted.

*Held*, that the stipulation was unqualified and that an instruction by the trial court "that if the statement, though untrue in fact, was honestly made, the member's beneficiary or personal representatives might recover," was erroneous and prejudicial. The defendant's exceptions sustained.

*Ritchie v. The Maine Mut. Benefit Ass'n.* Me. S. C., —, 1893.

**Stipulation as to Notice of Death—Unavoidable Delay.**

Where a certificate of membership in a co-operative accident and benefit association provided that notice of an accidental injury be given, "with full particulars of the accident and injury," within ten (10) days after the injury or death; and that the insurance or benefit did not cover "disappearance or injury whether fatal or non-fatal, of which there is no visible mark on the body of the insured."

In an action to recover where the evidence showed that the large building in which the in-

sured conducted business collapsed, and several days intervened before it was learned that he perished in the accident, by the recovery of his body, held, that a notice of death served more than ten days after the accidental death was sufficient under such circumstances.

*Trippe v. Provident Fund Society*, N. Y. S. C., May 25, 1893.

**Train Service—Conductor and Passenger—Dispute as to Extra Fare.**

In an action to recover damages for being ejected, the court

*Held*, That in case of a dispute arising between passenger and conductor, the former, of whom an extra fare is demanded, is not bound to pay it, and afterwards settle the question in dispute with the company. Neither can his refusal to do so be considered in mitigation of damages for being unlawfully ejected by the servants and officers of the company's train.

*Railway Co. v. Arnold*, Ind. App. Ct., Sept. 6, 1893.

**Carriers—Ejection of Passenger—Re-Entry of Train.**

Where a person who gets on an express train without having purchased a ticket, and remains thereon, in violation of the company's rules, is ejected from the train, and he afterwards re-enters it, and is carried to his destination, he receives the full benefit of the contract of carriage, if it was a valid one. The only shadow of a cause of action upon which he could recover, therefore, is that the conductor compelled him to leave the train for a few moments. Plaintiff's judgment reversed.

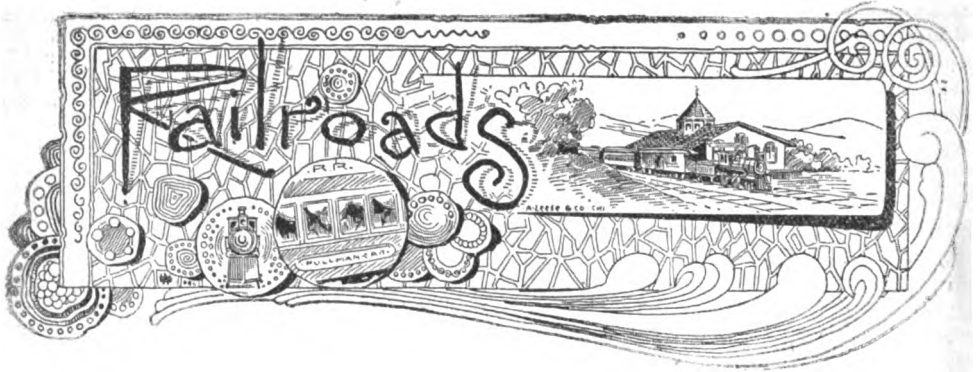
*Chicago & E. R'y Co. v. Olson*, Ind. App. Ct. June 20, 1893.

**Wrongful Ejection of Female Passenger—Excessive Damages.**

The evidence showed that plaintiff resided in W. on defendant's road; that she purchased a ticket from H. S. to S. L. C., and return; that when the train reached the H. S. on her return, she did not get off and purchase a ticket to W., the cost of which would have been twenty-five cents; that after the train had passed H. S., the conductor demanded her fare which was fifty cents when paid on the train; that for this extra quarter, the rule of the company was to give a rebate ticket, which upon presentation to any ticket agent, entitled the holder to that amount. The plaintiff was willing to pay the conductor twenty-five cents, but not fifty cents; the conductor thereupon stopped the train and told her to get off, which she did and walked three and a half miles to her home.

*Held*, That where a woman is ejected from a train between stations because she refuses to pay double fare, as required by the rules of the company, and is compelled to walk three and a half miles to her home, a verdict of \$50 damages is not excessive and will be affirmed.

*Durfee, et al. vs. Union. Pac. R'y Co.*, Utah S. C., Aug. 31, 1893.



The Oregon Pacific will be sold on execution Dec. 15 next.

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The Big Four regards its Indiana tax assessment as being too high, and has commenced to fight its collection in the courts.

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Tracklaying on the extension of the Great Northern from Sioux Falls to Yankton, sixty two miles, was completed October 14, last.

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The rail on the branch of the Duluth, Mesaba & Northern road has been laid from Ore Junction to the new townsite of Hibbing.

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It is thought no receiver will be appointed for the Duluth, Mesaba & Northern before next February, as the necessary legal preliminaries will occupy at least that amount of time.

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It is reported from Spokane that a committee has been appointed there to draft and circulate a petition through all the western states asking the government to assume direct control of the Northern Pacific.

\*\*\*

On October 19 the Erie, for the fourth time, broke the long distance excursion record by taking into Chicago its New York excursion train in eight sections, carrying 2529 passengers. The best it had been able to do before was 2232.

\*\*\*

A deed of the Chicago, St. Paul & Kansas City property to the Chicago Great Western Railroad Co. has been filed at Dubuque. It recites the plan of reorganization whereby \$15,000,000 of debenture stock, \$15,000,000 and \$10,000,000 of preferred stock, A. and B. respectively, and \$30,000,000 of common stock, have priority in the order named among the liabilities of the continuing company.

Should the company default in payment of interest the trustee shall appoint a receiver.

\*\*\*

On the 2nd inst. an agreement consolidating the Ohio & Mississippi with the Baltimore & Ohio Southwestern Railroad Company was recorded in the office of the secretary of state at Springfield, Ill. By this agreement the Ohio & Mississippi railway becomes a part of the Baltimore & Ohio; the name of the new company is to be the Baltimore & Ohio & Southwestern Railroad Company, with principal offices located in New York City. The capital stock of the consolidated company is \$30,000,000, \$10,000,000 of which is common and \$20,000,000 preferred stock.

\*\*\*

J. T. Odell, who recently resigned his position as general manager of the B. & O., has been elected vice president of the New York & New England, and will probably have general charge of that property. Coincident with this promotion the New York & New England announced the fact of its having secured terminal facilities for both passenger and freight in the metropolis. President McLeod declared his road would speedily be placed in a position to compete for the New York and Boston business from which it had been heretofore practically barred by the want of these facilities.

\*\*\*

Spokane, Washington, is rejoicing over a revival of the old story regarding an extension of the C., B. & Q. to the Pacific coast, taking in that city en route. Engineers are said to be now working in the Rocky and Bitter Root mountains, seeking suitable passes, and construction is to be commenced as soon as the panic is over. This interesting romance has been current in the extreme northwest for a number of years, and, while the "Q." will undoubtedly break through

the mountains some time, the weatherwise residents of that region have been fooled too often by these reports to believe anything now until they see the work in progress.

\* \* \*

On October 19 last, the stockholders of the Northern Pacific elected a new board of directors, and on the succeeding day they selected the following officers to represent them in the management of this property: President, Brayton Ives; First Vice President, Robert Harris; Second Vice President, C. H. Prescott, of Tacoma, Washington; Secretary, George H. Earl; Treasurer, George S. Baxter; General Attorney, Silas W. Pettit; General Auditor, J. A. Barker. President Ives has announced that the change in the policy of management will be as pronounced as the change in officers and directors, and some interesting developments may be made.

\* \* \*

St. Louis wholesale merchants are greatly worked up over the consolidation of the Merchants' Terminal Railway with the Eads Bridge Association. They fostered the building of the St. Louis Merchants' Bridge under the belief that they would be relieved from the arbitrary demands of the Eads Bridge Company in regard to the receipt of freight consignments from eastern points to St. Louis, which under the old order of affairs were billed to East St. Louis, additional transfer charges being added to St. Louis proper. The feeling is so intense that it is probable the question of another bridge across the Mississippi will be agitated.

\* \* \*

Announcement is made that the annual struggle for a reduction in the number of passes issued, is being opened by the railroads of the country. The presidents of the roads are said to be behind the present movement, and they propose making an agreement strong enough to hold. As now outlined by the daily papers, no annual passes will be issued save in exchange with officials and stockholders of other roads, while absolutely no transportation will be given for the purpose of influencing business. This last would knock out 75 per cent. of the trip passes at one blow, but it has always been the most potent factor in breaking up such agreements. The presidents may be able to formulate a plan which will cause a decrease in free transportation, but all who have followed such attempts in the past, will be a trifle skeptical until they see it in active operation.

\* \* \*

One of the most important railroad transac-

tions of the past thirty days was that by which the Vanderbilts secured a large, if not controlling interest in the Lackawanna. At first this was thought to be the first step toward a coal combine, intended to control prices, but this was at once authoritatively denied. Speaking for W. K. Vanderbilt, President Depew, of the New York Central, said the purchase was primarily made as an investment, as the property was thought to be one of the best in the country. No change would be made in the management of the road, and nothing would be done that could be construed into an attempt to regulate the price of coal. He thought the purchase would have a beneficial effect upon the Central and all the trunk lines, by bringing increased stability to rates and traffic agreements. The Vanderbilt holding in this road is said to be 40,000 shares.

\* \* \*

At the October meeting of the board of directors of the B. & O., such an excellent showing of their business was made that it was unanimously determined by that body to declare the payment of two semi-annual dividends. The first of these was two and one-half per cent, on the common stock, and the other five per cent. upon the stock of the Washington Branch. The dividend upon the common stock is declared upon the business of the company for the six months ending June 30th, last, and the five per cent. dividend is on the business of the Washington branch for the six months ending Sept. 30th. As the common stock of the B. & O. is \$25,000,000, this dividend will amount to \$625,000, while that on the Washington Branch, its stock amounting to \$1,650,000, will be \$82,500. According to the reports made to the directors at this meeting, the net earnings for the entire system during the month of September, this year, were \$885,446.90. As the net earnings for the same month in 1892 were \$966,065.21, the report shows a decrease of \$80,618.31. When we come, however, to make a comparison between the three months ending Sept. 30th of the present fiscal year, '93-'94, with the same months of the fiscal year '92-'93, a much different return is made. During the period first mentioned, the net earnings of the entire system were \$2,412,851.20, as against \$2,322,571.68 for the year '92-'93, making a total increase in net earnings for the three months of \$90,279.52. This is a most excellent showing, and will be generally regarded as but the fitting reward for an efficient and liberal management of this great property.

# 

Bro. J. M. Whittier, of Division No. 66, is taking a lay-off to nurse a broken arm.

\*\*\*

Any subscriber having a copy of THE CONDUCTOR for October, 1892, or January, 1893, will confer a favor by sending the same to this office.

\*\*\*

At a regular meeting of Kaw Valley Division No. 55, held October 22, the members voted by a two-thirds majority to change their meetings to every Monday at 2 P. M.

\*\*\*

W. E. Walsh is to be congratulated upon his promotion to the position of auditor for the Atlantic & Pacific, vice W. W. Pope, resigned. The appointment took effect October 10.

\*\*\*

On Monday, Oct. 16th, a special train on the Baltimore & Ohio made the run from Garrett to Chicago, 128 miles, in 115 minutes, an average of 65 miles per hour over the entire division.

\*\*\*

Passenger Conductor Wm. Barrow, of the Pennsylvania, who was recently married, is away on his wedding trip. He and his wife will visit St. Louis and Chicago before returning.—*Pittsburg Post*.

\*\*\*

It is said that the heads of all departments on the New York, New Haven & Hartford have been ordered to discharge all relatives employed by them and that the new policy will be extended to include the trainmen.

\*\*\*

The Boilermakers' International Association and the Boilermakers' National Association were merged into one Nov. 1. The new organization will be known as the National Association of Boilermakers and Shipbuilders and starts with a membership of 4,000.

\*\*\*

Bro. J. G. Attee is anxious to learn the address of Bro. Thomas Thurman, who was running on

the Great Northern out of St. Paul when last heard from. Anyone having the desired information will confer a favor by writing J. G. Attee, New Orleans, La., care of P. O.

\*\*\*

Brother J. R. Adams has resigned his position as lost car agent of the Central R. R. of Ga. to accept the management of the National Building & Loan Association of Montgomery, Ala., where he will be pleased to have his Brothers call to see him at No. 8 Commerce street.

\*\*\*

The Lewiston, Me., *Sun*, of October 24, contains notice of the birth of a son to Mr. and Mrs. Wellington Sprague, of that city, on the day before. Bro. Sprague will be favorably remembered by all who attended the last two sessions of the Grand Division, and general congratulations will be extended him and his estimable wife upon this happiness that has come into their life together.

\*\*\*

Congratulations are due Bro. H. J. Schewing, Chief Conductor of Division No. 3, upon his recent and thoroughly deserved promotion. An official circular, under date of Oct. 16, announced his appointment to the position of trainmaster for the Memphis & Paducah divisions of the Chesapeake, Ohio & Southwestern, with headquarters at Paducah.

\*\*\*

The following must have been clipped by *The Railway Age* from the *Daily Log Book*, issued by Noah during his somewhat noted voyage, as it is known to have been published in every almanac since about that time: "They are telling a good story on a western railroad conductor, says an exchange. The brakeman says that a passenger tendered a dirty and dilapidated bill in payment of his fare. The conductor looked at it and said: 'I can't take this bill.' 'Well,' said the passenger, 'you can give it to the company, can't you?' And then for some reason the conductor actually blushed."

*The Chicago Herald*, of October 23, had the following pleasant notice of Bro. J. R. Sandy, one of the best known members of Division No. 1: "But the Northwestern is as good as the Union is bad. There Depot Master Sandy is accessible from 9 o'clock in the morning till 10 at night. He is not in his office as a rule, excepting in the quiet hours. He is down on the floor of the depot. He is all about in the crowd. He is ably assisted in lieutenants, in ushers, in gatemen. Not a question can be asked but it will elicit a gentle answer. They are brief in their replies of necessity. But if you want to know when a train will leave, when a belated train will arrive, how to reach a certain depot or street, you are answered instantly, and in a manner which, while it does not invite an insistence, that will amount to a trespass, is still a reply that replies."

\* \*

The members of Valley City Division No. 58 and of Columbia Division No. 37, L. A. to O. R. C., will give a reception and ball in Granby hall, this city, on the evening of Dec. 14, next. All who have attended entertainments given by these ladies and gentlemen in the past will need no assurance of the delightful evening they have in store for their friends. All arrangements have been given over to committees consisting of Mesdames Dayton, Martin, and Barber for the Auxiliary and Messrs. T. B. Watson, A. C. Strawn and G. D. Martin for the Order. Their names will be sufficient warrant that nothing will be left undone that can add in any measure to the pleasure of their guests. It is hoped each of the neighboring divisions will be well represented and all visiting Brothers and their ladies will be given a cordial welcome.

\* \*

One of the most pleasing events of the past thirty days of fraternal history was the celebration by Wilmington Division, No. 224 of the sixth anniversary of its organization, on the evening of October 19 last. The opera house of that city was secured for the occasion and it was filled to overflowing by the members of the division and their friends gathered to assist them in commemorating that event. This meeting was opened by Brother Hugh C. Browne, who spoke eloquently of the conductor and of his life work. He was followed by Brother I. T. Parker, who gave an interesting review of the history of Division No. 224 and of the splendid success it had achieved. Division No. 224, he stated, was organized October 16, 1887, with 21 charter members. Its membership has increased to 97. It has received from all sources \$7,572.50 and has

made the following expenditures: For sick and funeral benefits, \$2,205.13; paid to the Grand Division, \$1,188; miscellaneous, \$2,891.63; total expenditures, \$6,284.76. Its balance in hand amounts to \$1,237.74. April 30, 1891, some of the members of the Division No. 224 organized the Independent Mutual Relief Association, which pays \$10 per week sick benefits. This association has paid \$624 to sick brothers at a cost of \$9.75 to each member.

Grand Chief Conductor Clark was next introduced, and gave a brief resume of the wonderful growth that had come to the Order in general, during the past few years, and of the principles making that growth possible. An interesting address by Rev. Mr. Willis closed the programme, after which adjournment was taken to the banquet hall, where a delicious repast was discussed. Toasts followed, Mr. Parker presiding in his most happy manner, and the following sentiments were proposed and responded to: "Delaware"—Henry C. Conrad. "Public Schools"—Charles Baird. "Press"—George W. Roberts. "Order Railway Conductors"—Joshua Newshaw. "Ladies"—Mr. Clark.

This ended the evening's entertainment, and, after congratulating the members of Division No. 224 upon the entire success of their anniversary exercises and wishing for them a future even more prosperous than the past, the guests bid them a reluctant good night.

\* \*

*The Pittsburg Post*, of Oct. 31, gives the following account of some interesting tests given the Westinghouse reinforced air brake on the Pennsylvania road near Wilmerding:

"The engine headed a heavy train of six of the Pennsylvania's new 70,000 passenger cars. At 39 miles an hour the train was stopped in a distance of 353 feet, the train line pressure being 75 pounds. A 49-mile-an-hour rush was made, the train line pressure being 80 pounds, and the train was stopped in a distance of 578 feet. At 50 miles an hour, with a 90 pound pressure, it required only a distance of 611 feet in which to make the stop. At a 51-mile-an-hour gait, with the same pressure, the stop was made in a distance of 631 feet, just 20 feet further. At a speed of 52 miles an hour, with the train line pressure at 80 pounds, it required 807 feet in which to make the stop. The crowning rush was at the racing speed of 60 miles an hour, or a mile a minute, with a 90 pound pressure. At this great speed the 420,000 pound train was stopped in a distance of 971 feet, or in a space of only a little over twice the length of the train. This latter is certainly remarkable, when it is known that by

the use of the present emergency brake a stop cannot be made in less than 1,235 feet at a 60-mile gait.

"The principal feature of this new brake, in which all practical railroaders, especially engineers, will be interested, is the reducing valve, which gives a higher pressure to the train line, effects better braking and prevents flattening of the wheels. This latter is a very important consideration, as flat-wheeling costs railroad companies a great deal of money. By the operation of the reducing valve the air pressure can be reduced to correspond with the movement of the wheels, and thus prevent sliding, which in turn effects the flattening."

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A bill was introduced in the senate by Mr. Morgan, shortly before adjournment, to facilitate the collection of debts due to the United States by government-aided railroads. As presented it is a comprehensive measure intended to prevent the administration of the roads by receivers for other than the government's interest. The bill proposes to clothe the court of claims with jurisdiction to determine suits instituted by the United States against the roads for the collection of their debts to the government, and to compel an accounting by directors. The attorney-general is authorized to enforce any liability of the companies and any accountability of directors. If receivers have heretofore been appointed, he is authorized to procure a removal of the case to the court of claims and a replacement of the receiver by one selected in the interest of the United States. Provision is made for the foreclosure of insolvent companies, and their operation by a corporation which shall be bonded to pay off in in order the first mortgage bonds and the United States indebtedness, and the said corporation is empowered to issue bonds to the amount of this indebtedness.

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A recent press dispatch from Martin's Ferry, Ohio, gives the following particulars of a suit, recently decided in the circuit court of that city, which promises to be of interest to all railroad men: "The suit was that of A. B. Gilmore against the Bridge and Terminal Railroad Company, claiming \$523.80 for overtime. Gilmore was employed as a telegraph operator, and worked from fourteen to eighteen hours a day. The suit called for payment for all time over ten hours a day, which amounted to the sum given above. He was given the full amount by the court, under the Ohio law, which makes ten hours a day's work."

One of the Chicago papers recently gave the following account of the arrest of A. D. Potter, the dead beat and swindler who has been trading upon the good name of the Order and who has been several times advertised in these columns: "A. D. Potter is under arrest at the armory, charged with working the confidence game on George M. Briggs. The latter came to Chicago from Minneapolis to find a partner who would join him in the restaurant business. He stopped at the Hotel Vickery, at Twelfth and Wabash avenue, and here made the acquaintance of Potter. The latter told Briggs that he was the son of a rich lumberman at Phillips, Price county, Wis. Briggs unfolded his restaurant scheme to Potter, and they decided to open up in Minneapolis. Potter borrowed \$10 from Briggs on the excuse of a non-arrival of \$1,000 from Denver. The next day Potter obtained \$105 from Briggs, and the latter began to suspect that all was not right. He took out a warrant yesterday for Potter's arrest, which was served by Detectives McCarthy and Howard, of the Central station.

Potter married a most estimable young lady only two weeks ago. She is the daughter of S. W. Hall, a wealthy merchant of Fairmount, W. Va., and the young couple met at the State of Maine Hotel. The marriage was an elopement affair, and took place at Tiffin, Ohio. The day after the marriage some one in Tiffin discovered that Potter was wanted in several places in Indiana and Illinois. Mrs. Potter said she had given her husband all her jewelry and he had pawned it. Last night Officer David Elliott recognized Potter as a person who had been sent to the bridewell seven years ago on a charge of forgery."

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The severe punishment visited upon the St. Joseph train robbers served as a check upon the depredations of that class, but it was of short duration. On the 3rd inst., two bandits attempted to take in a train near Knoxville, Tenn., but one of them was mortally wounded and the other driven off by the men on the train. The same night seven masked men held up the fast express at Oliphant, Ark., and killed conductor J. P. McNally, who bravely attempted to defend his train alone. These men were allowed no rest by the authorities, and all but two of them were soon behind the bars, while the others can hardly escape. The next morning four negroes attacked a train near Nebraska City, but were driven off by the train men. Following this robbers derailed an express on the Illinois Central about 20 miles south of Cairo. The fireman was killed in

the wreck, but nothing was secured by the wreckers. On the 11th inst., another train was stopped within a few miles of this place, and on the same road. This time they secured two valuable packages from the express car and escaped without injury. Two days later three masked men boarded a Peoria, Decatur & Evansville train near Decatur. When they attempted to force their way into the express car they were opposed by brakeman George Trott, who was unarmed but bravely held them at bay until one of them shot him through the body, inflicting a fatal wound. The murderers were forced to leave the train without securing any plunder. An unsuccessful attempt to wreck an Omaha train near Worthington, Minn., on the same day, closes the record for the month, and it certainly has been a busy time for these industrious gentlemen. The fate of Conductor McNally and of Brakeman Trott, both of whom gave up their lives in a heroic attempt to protect the passengers and property under their charge, again gives point to the folly of expecting unarmed men to oppose these bandits, and should give those fireside heroes, who are so keen to criticise railroad men upon all such occasions, food for reflection.

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An interesting meeting of the American Railway Association was held in New York on the 8th inst., the day being given up to a discussion of the principles which should govern the ideal block system. The question was brought up on the report of a sub-committee, appointed to investigate it, and much valuable information in the way of statistics from the various roads making up the association, and upon the systems of signals now in use, was presented for the consideration of the standing committee on safety appliances. Nothing definite was accomplished, though the members present were of the opinion another step had been taken toward the general adoption of some system of signals calculated to reduce the dangers of traveling to the minimum. The question is one of direct interest to every traveler, and all will hope these dissensions may lead to practical improvement upon the present methods in the near future.

\*.\*

The plan of the Guarantee Investment Company, against which a ruling was made by the United States Postal Department some time since, has been amended to bring it within the requirements of the law, and the communications of that company are now received without question by the United States mail service.

The especial attention of all our readers is called to the generous premium offers made upon another page of this issue. No conductor should be without a thoroughly good lantern, and no one can afford to miss the opportunity for securing one at no cost save the putting forth of a little extra effort. By sending in the names of 50 subscribers at \$1 each, the money in every case to accompany the subscription, we will give you an Adams & Westlake "Queen" lantern, silver plated, with globe half green or blue and your name engraved thereon. For 40 subscribers under the same conditions we will give you a "Pullman" lantern of the same make and finish, or a "Queen" with nickel plate and same globe as above, or a Henry C. Hart Manufacturing Co's "Boss" or "Belle" lantern, Craig silver, with globe half green, blue or ruby. For thirty subscribers under the same conditions we will give a "Pullman" lantern, nickel plate, with same globe, or a nickel plated "Boss" or "Belle" with the globe as before described. No warrant for these lanterns being fully equal to the best made is needed beyond the names of the firms manufacturing them. No such opportunity has heretofore been offered our readers to secure one of the very best and finest finished lanterns made, at practically no cost, and no conductor can afford to neglect it. Now is the time to commence the good work, and by a little effort among your friends you can easily make yourself a Christmas present of one of the very best lanterns on the market. For a full and complete showing of the lanterns in question and the terms upon which they may be secured, read the page devoted to them among the general advertisements.

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The cause of the wreck of the suburban train on the Rock Island near Chicago on the 8th inst., the victims of which number twelve, was C. C. Shields, a twelve-year-old boy, who has since confessed in court to having removed the burning fuse thrown from the rear of the wrecked train to notify the train following. The fuse, which burned ten minutes, was, according to the testimony, properly placed, but was thrown by the boy to another track, allowing the rear train to crash into the suburban, injuring thirty people besides the twelve who are dead. The boy did not know what the fuse was and was released from custody.

\*.\*

The Nickel Plate is another of the great roads that handled all its immense World's Fair traffic without fatally injuring a single passenger.

Public announcement was made, October 14 last, of the appointment of receivers for the Union Pacific, President S. H. H. Clark, Controller Mink and Hon. Ellery Anderson being chosen for those responsible positions. Preparations for this step were made with great secrecy in order to prevent its having any bad effect upon the stock, and when it was finally consummated, in the courts at Omaha, no little surprise was created. President Clark gave, as the reason for the action, the great falling off in earnings experienced by the road because of the financial stringency and consequent inability to meet the payment of interest, making the appointment of receivers necessary to preserve the property intact. Of the gentlemen named, Mr. Anderson was chosen to represent the government interests in the road, but later it was announced in New York that an effort would be made to further protect those interests by asking for the appointment of two additional receivers. J. W. Doane, of Chicago, and Frederick Conder, of New York, have since been selected to assist Mr. Anderson in looking after the \$50,000,000 claim held by the government against the Union Pacific.

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*The Union and Advertiser*, of Rochester, N. Y., came out on the 11th inst. with a 32 page edition, which was a credit to its enterprising management in every department.

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She (wistfully after a fortnight's engagement)—If I could only feel sure that I am the only girl you ever loved, I should be perfectly happy.

He (reassuringly)—At any rate, darling, you are the only girl who ever loved me.—*Vogue*.

\*.\*

Bro. J. E. Barry, of Division No. 149, will leave on the 23d inst. for a thirty days' visit in California.

\*.\*

The Chicago *Herald* of the 14th inst. announces the determination of the New York Central to discontinue its twenty-four hour train between New York and Chicago. Experience has proven that this train will not pay under ordinary traffic conditions. During the exposition it made excellent returns but since has been found to be a losing investment. In addition to this loss it has been at all times a source of complications with competing lines and the Central has determined to drop it on the 19th inst.

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The attempts of C. P. Huntington to consolidate his interests in the southwest, has led to a

number of changes in railroad ownership over the country. Among others was the sale of the Chesapeake, Ohio & Southwestern to the Illinois Central and the Louisville & Nashville, the details of which were made public early this month.

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Railroad men generally, regretted the failure of negotiations for a race between engine 999, of the New York Central, as a representative of America, and the Queen Empress, representing the best of the English engine makers' art. Since that time the matter has been taken up anew and there seems to be still a chance for a meeting between representatives of the two countries, though no particulars have been made public.

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*The Logansport Journal* is agitating the question of better ventilation for passenger coaches. Among other suggestions upon this subject the following were recently offered: "The Pullman Company has done something in this direction, as has the Wagner Palace Car Company, in educating men in charge of their cars in the matter of proper ventilation; still, there is a large room for improvement in the construction of their cars, so far as ventilation is concerned; but in the ordinary coach, where three-fourths of the World's Fair travel has been carried, ventilation has received but little attention from the trainmen, nor would it if the cars were provided with a fairly good method of ventilation, for the one brakeman now employed on a ten or twelve coach train has no time to look after ventilation. It might be well for legislative bodies of the different states to take this matter up, and its agitation by state boards of health would likely bring to the front some method of ventilating cars which would not be too expensive and would be appreciated by officers of the more important roads."

\*.\*

The man who delighted to mow the lawn,

With a "clickety-clackety-clang!"

Is waiting, now, that the summer's gone,

For the snow-shovel's reign complete to dawn,

With its "binkety-bunkety-bang!"

—*Washington Star*.

\*.\*

Papa—Good gracious, what a point of interrogation you are! I am sure I didn't ask such strings of questions when I was a boy.

Son—Don't you think if you had done so you would be able to answer some of mine?—*Tid-Bits*.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, November 1, 1893; Expires December 31, 1893.

Assessment No. 272 is for death of T. H. McIntosh, by accident, Aug. 14.

## BENEFITS PAID DURING SEPTEMBER.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
584	268	\$3,000	Death	L. Rutherford	Cerebral Embolism	C1934	3
585	269	1,000	Death	T. J. Droud	Accident	A1257	337
586	268	3,000	Death	A. W. Mathews	Pneumonia	C4577	17
587	268	3,000	Death	H. Hurty	Heart Failure	C2540	232
588	269	3,000	Death	A. D. Black	Paralysis	C1423	92
589	269	3,000	Dis.	M. J. Fitzmaurice	Loss of Foot	C4901	267
590	270	3,000	Dis.	F. B. Whitaker	Loss of Arm	C5004	26
591	270	2,000	Dis.	Chas. Southwell	Loss of Hand	B679	13
592	270	3,000	Death	J. F. Gingrich	Accident	C1500	142
593	270	1,000	Dis.	N. Nicholson	Loss of Foot	A3628	80
594	270	3,000	Death	J. A. Bridges	Concussion of Brain	C1434	57
595	269	3,000	Death	L. Sailsbury	Accident	C3894	45
596	269	1,000	Death	L. F. Price	Murdered	A38	301

## NUMBER OF MEMBERS ASSESSED.

Series A, 4,038; Series B, 2,335; Series C, 4,944; Series D, 360; Series E, 98. Amount of Assessment No. 272, \$25,470. Total number of members, 12,326.

## FINANCIAL STATEMENT.

Received on Mortuary Assessments to Sept. 30, 1893.....	\$1,334.487 50
Received on Expense Assessments to Sept. 30, 1893.....	25,095 00
Received on Applications, etc., to Sept. 30, 1893.....	23,879 32
Insurance cash overdrawn.....	1,145 00
	<u>\$1,385,506 82</u>
Total amount of Benefits paid to Sept. 30, 1893.....	\$1,331,376 00
Total amount of Expenses paid to Sept. 30, 1893.....	54,130 82
	<u>\$1,385,506 82</u>

## EXPENSES PAID DURING AUGUST.

Incidental, \$0.15; Fees returned, \$12.00; Stationery and Printing, \$5.50; Salaries, \$363.67; Ins. Committee, \$235.23; Legal, \$50.00. Total, \$666.55.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months. Salaries includes salary for one member of committee and the Medical Director for last year.

Received on Assessment No. 268 to Oct. 20, .....	\$23,061 00
Received on Assessment No. 269 to Oct. 20, .....	9,754 00
Received on Assessment No. 270 to Oct. 20, .....	9,447 00
Received on Assessment No. 271 to Oct. 20, .....	2,704 00

WM. P. DANIELS, *Secretary*.



## OBITUARY

### **Cheely.**

Bro. James B. Cheely, of Div. No. 318, was killed at Old Fort, N. C., on the W. N. C. Division of the Richmond & Danville Railway, at 8:30 P. M., of October 7th last, while in the performance of his duty. At a regular meeting of Asheville Division, resolutions of sympathy with their deep bereavement were adopted. In the death of Bro. Cheely the Division has lost an active and energetic worker, the members a sincere and kind friend, the railway an efficient and popular conductor, and the family a loving husband, son and brother.

### **Woodruff.**

On the 20th of September last Bro. L. M. Woodruff, of Asheville Division No. 318, was killed at Melrose on the Asheville and Spartanberg Division of the R. & D. Railroad. At a regular meeting of his Division, held soon after this deplorable occurrence, resolutions were adopted expressive of the sympathy of the members with the grief stricken family and more intimate friends.

### **Davis.**

Brother Frank Davis, of New York City Division No. 54, was killed in a yard accident Oct. 22 last. The funeral was held at Dover, N. J., on the following Wednesday.

### **Pfeiffer.**

Bro. George J. Pfeiffer, secretary and treasurer of Minneapolis Division No. 117, was killed while coupling cars at Minnesota Falls on the morning of October 25. Deceased was one of the most active and devoted workers in his Division, and his death has caused a vacancy in its membership difficult to fill. The sympathies of the Order generally will go out to the relatives and friends, thus sorely bereaved.

### **Simons.**

For the first time during the five years since Division No. 3, L. A. to O. R. C., was organized,

its circle of membership has been broken by the death of a sister, Mrs. B. F. Simons. No member of that body was more thoroughly or more deservedly popular. Richly dowered with the graces of true womanhood, she won and held the friendship of all with whom she came in contact, and her death left a vacancy in her social world not easy to be filled. Resolutions expressive of the sorrow of the members and of their sympathy with the family were adopted at a subsequent meeting of the Division.

### **Kendricks.**

San Luis Division No. 261 has been called upon to mourn the death of Brother Herman C. Kendricks, one of its most popular and efficient members. At a called meeting of the Division, held Sept. 24 last, resolutions were adopted expressing the sorrow of the members and their sympathy with the bereaved family and friends in their sore affliction.

### **Sage.**

The charter of Parsons Division, No. 161, is draped in mourning for the death of Brother George B. Sage, one of the most highly regarded members of that division. Deceased was an active and energetic worker for the good of the Order, a true friend, an upright citizen, and a loving and devoted father. His death brought the keenest sorrow, not only to the brothers, but to all who knew him well, and their sympathy for the stricken family was all the more tender for this sense of personal loss.

### **Oaks.**

The charter of Wayne Division, No. 119, is draped in mourning, commemorating the death of Brother Sumner Oaks. Deceased was held in high regard wherever known, and his death has brought to his family the loss of a kind and loving father and devoted husband, and to his division a true and honored member. At a meeting held Oct. 29, fitting resolutions were passed by Wayne Division.

# THE RAILWAY CONDUCTOR.

VOL. X.

CEDAR RAPIDS, IA., DEC., 1893.

NO. 12.



## BY EXPRESS.

BY FRANK A. MYERS.

### PART II.

Already the electric lights had flashed on all over the city—making a row of ever lessening globes or balls of light far down the street from the home of Walfield, where the preparations went on with nervous haste.

"Say, Walfield, a quilt and a pillow are all I want in the box to sleep on. I can ride tip-top on them. A box in which to keep my food and a tin vessel of some kind, something that won't break, to keep water in for drinking, is all I need."

"Of course you need not suffer inside."

"No. A hatchet along with me will let me out at any time. I think a good flagon of genuine whiskey might be useful. Don't you?"

"Why, sure," answered Walfield, as he beheld with satisfaction the work go on. The novelty of the thing elicited more than the usual interest and enthusiasm given to the ordinary affairs of life. A remarkable bet was waged on the success of this strange idea. The idea was unique—that of making an attempt to get into the Fair at Chicago without paying the simple entrance fee of fifty cents. But men sometimes back up smaller ideas than that with their money.

"I think we can get off on that train starting at ten o'clock to-night, don't you?" asked Ledger, looking intently at his backer.

"Why, yes; we're about ready now," answered Walfield, pausing to look at the box.

"These secret slides or windows, one in each of the six faces of the box, I can open at my leisure and get fresh air at any time," said Ledger, with a fond air about it. He already began to admire his singular little home.

"But you must never pull one open on the side where anyone can see you," suggested Walfield, with a humorous grimace.

"Trust me for that."

"If you did the cat would be out of the wallet, and you'd have to do it all over again."

"I know it," confidently returned Ledger.

"But you'll make it all right."

"Of course I will. I wonder what Mollie'll think when she reads in the papers the success she thinks she has defeated? O, I'm going to blow it to all the papers and let it go thundering down the ages. You understand. It'll make her heart sick to know that she failed—I'm sure it will. I expect Van Soon has promised her the money, if she'd help him win it. And then they'll go off and marry." It cost Ledger a big effort to say this, but he said it. He tried to persuade himself that his jealousy had all gone, like hoar-frost on the window pane before the morning sun, in the glowing heat of his new-born enthusiasm for the success of his undertaking. So he sang in a sort of semi-conscious melancholy strain:

"I set me down in thought profound,

This maxim wise I drew:

It's easier, far, to like a girl

Than make a girl like you;

But, after all, I don't believe  
My heart will break with woe;  
If she's a mind to love that chap,  
Why, bless her, let her go."

"Those are your feelings?" queried Walfield.

"Not feelings, but sentiments." The distinction was nicer and more philosophical than Ledger could possibly know.

They were almost ready. Two hours remained before the time of the train.

Just then some one drove up in a close carriage in front of the house, in full glare of the electric light at the corner. A lady sprang out and hitched the horse to the iron hitching post. Then she walked up the short "granitoid" walk toward the two men in the open yard. Her conduct was peculiar. There seemed to be a firm purpose about her. Ledger imagined she walked like some one bent on a deep plot. Maybe she was Van Soon's prowling spy come to defeat them. Ledger wanted to wring the woman's neck. What business had she there then, just at that critical moment? He gazed hardly at this noctivagant woman.

"I believe in my soul it's Mollie Pitcher," he said in an aside to Walfield, as he caught a better view of her matchless figure.

"Surely," was all the response Walfield in his surprise vouchsafed.

"In time!" exclaimed the mysterious woman with a sort of sad glad air.

"It is Mollie Pitcher," uttered Ledger, all his old, conquered, internal feelings bursting out again in open revolt.

"It surely is. Am I too late?" coming up close to Ledger in the shadows of the house.

"Too late for what?" asked Ledger with an assumed indifference, but with a heart bursting open like a grain of pop corn at the hope implied in her question. The way she asked it dashed to pieces, like a Prince Rupert's drop, all the reasons he had conjured up for her desertion of him for Van Soon.

"I don't blame you. You have grounds for thinking harshly of me. But I'll explain it all. Have you gone and returned, and won your bet?" Ledger was not wholly reassured. She might be in the interest of Van Soon at that very moment, and this might be a ruse of hers—no telling about a wily, smiling, winning diplomatic woman. She either did not know about him, or else she was dissembling still—a "deceiver ever."

"Well, and if I have not?" said Ledger, still dubious, but softened in his external demeanor toward her. She could win him, if he knew she were "false as dicers' oaths," as "false, fleeting, perjured Clarence."

"Then I can still send my package by express. How I fumed over this—you can never know. But it could not be helped." She breathed easier. He observed that she played on the word "my." A thrill of delight shot through him like an electric charge.

"Our package," he returned.

"My package," she insisted.

"I guess I'm *de trop*," said Walfield, seeing that they talked in riddles.

"No—no—no!" quickly urged Mollie, turning to him. "I want you to hear me. I've no doubt you think I've played such fantastic tricks before high heaven as make the angels weep." But I think I can explain to your satisfaction—at least to mine." She looked appealingly to Ledger. The heart in her eyes was not lost on him.

"I go at ten," said Ledger, as a sly order to proceed. She opened her eyes wide as the fact settled into her mind that he was really on the eve of departure on his journey, and that he had been faithful and waiting for her through all these weary days. It was such glad news that it almost stunned her.

"It will not take me long. I arrived two hours ago, and the first thing I did was to hunt you to explain. Now, I'm not joking, but I couldn't rest another blessed minute till I saw you. You know when I found you. I spent all the two hours in diligent search. At last I bethought me of you, Mr. Walfield, and I drove straight here. And here I am."

"Yes; so we see," responded Walfield, with a smile that she did not misconstrue. Ledger was agape, like a country boy with his finger in his mouth.

"Well," she resumed, with the oratorical downward inflection, "the day of the funeral of my aunt I was in a runaway. While returning from the funeral the horses became frightened. I was thrown out upon the paved street upon my head and rendered unconscious. Only ten days ago did I recover my senses. I could not send a telegram, for that would have revealed the secret. My friends would want to know all about the telegram, of course. So I insisted on coming home as soon as possible, and here I am. I could not come sooner because of weakness. For five days I lay unconscious, and my friends expected me to die. But I didn't, and I'm glad of it. I did the best I knew how, when I didn't know anything. I fretted and worried because I could not tell you, Jam O. Ledger, and the doctors and my friends, all, said I'd die, sure, unless I quit worrying. But I'm weak." The girl actually sank against the box for support, and Ledger caught her arm to render her assistance. He saw her

weak condition. Her story had opened up the love-floodgates of his nature like a sluiceway, and his soul took hold of her with a giant's strength. He believed; he forgave; he rejoiced.

"Wonderful!" he marveled.

"Surprising!" said Walfield.

"Am I forgiven?" she inquired of Ledger with a simplicity that did not accord with her hoydenish traits in the past, while she looked significantly into his face.

"I'd lose my bet if it were necessary in order to prove to you that I forgive you," answered Ledger, with a gush.

"Hold on," cried Walfield, good-naturedly. "I'm interested, at least, in the bet." A smile lighted the sinking wreckage of gloomy despondency in the face of Ledger. The old boat that for about three weeks rode the waves of gloom in his face, triumphantly was settling out of sight in a sea of delight—going down, we will hope, forever.

Other words followed. A rapid explanation was made to her of the situation during her absence, and the hour named when he would leave. But little time remained. As Mollie drove the nails into the board, with an enfeebled hand, she explained that her accident had been concussion of the brain. There were no serious cuts or bruises. She considered her escape from immediate death miraculous.

An express wagon drove up with loud clangor. The box with Ledger in it was carefully put into the wagon. It was simply marked in plain black print-letters:

Wasson & Co., Importers,  
Jackson Park,  
Chicago, Ill.

"Please deliver immediately on the Fair Grounds. Important.

"This side up, with great care."

The wagon drove away very rapidly, as no time was to lose. Mollie held the receipt for the delivery of the box at its destination.

Of course it was a fraud upon Wasson & Co., but then, as it would cost him no money, when he found out the contents of the box, he would consent to the pious fraud and laugh at the rich, stupendous joke—laugh at this prince of Peter Hanses that should bob up serenely out of the box—laugh at this broad satire upon the venerable Punch when he should jump out and about with a loud voice.

And now but four days remained in which to win the bet. Miss Mollie became very anxious about it. She thought of it all day and dreamed about it all night. She grew excited over it, and

she said he *must* win. She did not know she cared so much about it, till after Ledger was gone. Often she was aroused from her sleep at night by the clanging jar of the hatchet with which she nailed up the last board. And before she could sleep again she imagined she had nailed up in a coffin at that time her hopes and her joys—buried them away forever.

The days went by and no word yet from Ledger. The last hour came, and still not a whisper.

"Something must have happened," she said to Walfield in the last painful minutes left in which to win, "or he'd have telegraphed. I'm afraid he lost."

"Don't give up the ship, boys," in the language of Captain Lawrence of the Chesapeake," returned Walfield, the hopeful man.

"Here the last minute has come, but where is Ledger. Not a word from him." Mollie was thoroughly aroused. "At exactly twelve o'clock to-day the last minute expires. It is now but five minutes of twelve. He's lost."

"One minute is enough to win in, especially in a horse race," laughed the imperturbable Walfield.

"But not in this. One minute here is too close to be comfortable. It affords too much ground for contest and backing out. I want a clear, undisputed victory, that's what I want."

"But, Miss Mollie, wouldn't you rather Ledger should win by a minute than Van Soon should win by a minute?"

"I don't know. It's six of one and half a dozen of the other. It mixes things at best, and I don't like that." Her eyes scarcely left the clock dial. If she could turn back time like the senate of the United States does, she would have done it then. But it would be as easy to put a shoulder under the earth and stop its revolution, as to do that.

"You see we could get no word from him on the way. How could he get out of the box to send us word?" Walfield laughed at the idea just as if he had uttered it in all seriousness. Mollie did not crack a smile. Neither Bill Nye, Bob Burdette nor Jerome K. Jerome could have cracked the icy stolidity of her serious features at that instant.

"There, the clock is striking. Ledger's lost. I'm going home," And without another word she arose and departed. She had surrendered; the game was up.

To himself, Walfield said, at length: "I begin to think she's right. A woman's fine senses see quicker than a man's dull, blundering thoughts."

And now let us begin the search after Ledger, and trace him up and find out the reasons for his delay.

All the first night he rattled along lively in an express car on the Erie. There were many other things stacked around and on him, but that made no difference. He was really cosy though imprisoned in his narrow little home. But the exhilaration superinduced by the gentle motion of the car and the joy of at last being on his way overcome the inky darkness enveloping him and he slept sweetly and soundly—the sleep of the just.

The next morning some time, he rolled into Buffalo, the very city where Mollie had been detained so long accidentally. There he was put out of the car to be transferred to another, but to his dismay he lay there unnoticed all day long. At last in the evening someone noticed the box and spoke about it. He distinctly heard their comments as they examined the address, and without further delay he was put into the express car, and once more was on his way, this time over the Lake Shore toward Cleveland. He ate, and slept another night. In the morning he was in Cleveland.

The fates seemed against him. By another mishap he lay in Cleveland all day long. Another day lost, and only two nights and one and a half days left in which to win the bet and a wife. How he itched and burnt with impatience there in his narrow, confined little nest. How he felt sometimes like arising and abusing the whole express system. How he wanted to kick out of this box and kill somebody for the delay. He could peep out through his little secret window, but he dared not notify anybody of his neglect. He wanted to arraign the whole universe and send everything and everybody to the infernal regions of Pluto. But thought could not serve him now, it was action he wanted—a forward motion.

When he reached Chicago at last, mentally worn threadbare, excited and restless and impatient—his soul worn down to the raw—it was morning, and only a day and a half remained. That was abundance of time if no further delay occurred. But there was the very place where the rush and jam would most likely bring about delay.

And there he lay, cooped in his little den, a prey to silence and rasping delay. The earth moved, all Chicago moved, but there he was stationed in the baggage room as fixedly as the rock-ribbed hills, as immovable as the bed-rocks of the Rockies. He could endure the darkness of the little cell-like space he occupied, he could even bear to think of Mollie and Van Soon with comparative complacency, but the idea of delay was worse than the punishment of Ixion or of Sisyphus. The bumps, the inconveniences suffered in his cramped space, the scramble he had to make sometimes to keep from being thrown violently on his face when

dropped from a car to a truck, or the bruises he sustained when rolled over and over, were now comparatively trifling matters to the desperation that goaded him over the probable defeat of his well-laid plan. The victory of Van Soon became a startling hidden rock on which he was cast, and the awful, long-drawn, soul-stabbing hours sent him to the very bottom of the sea of despondency.

All day and night he froze his soul with icy thoughts of despair and defeat. But he was powerless to move out of his fixed habitation. All day the shock of the thunderous city irritated his overtense nerves and his madly quivering mind. All night the reverberations of the rumbling busy wheels in the great marts of commerce fell upon his overstrained nerves like the exciting, tumultuous uproar of Hades. It was death by inches.

The morning of the last half day came at last. During the whole livelong night he had not once closed his eyes in gentle, restful sleep—

"Sleep that knits up the ravell'd sleeve of care."

He ate not a mouthful, nor drank one sip of water for breakfast. He must be on the ground—through the gates before ten and a half o'clock that morning, to allow for difference of time between New York and Chicago, or the "game was up," the bet was lost, and the girl was no longer his by "bargain." If he could get into the grounds by half past ten he would have a margin of half an hour to go on to prevent all possible disputes. If no other way, he decided at the last minute to burst out of his closed cage, go to Jackson Park, walk into the grounds in defiance of the authorities, and if possible elude them in the crowd on the grounds. This was his last project in the last minute. But if he succeed that way in arriving on the grounds, he could not conclusively convince Van Soon that he did not pay to enter the great World's Fair—the very thing they bet on. And Van Soon, in the very nature of things, could not be present to witness his entry, now or at any other time, for he could easily defeat any scheme that Ledger might concoct.

At last some straggling express messenger came along, kicked the box, glanced at the address, and turning to some others said loudly:

"Boys, this box must go."

Accordingly it was loaded on an express wagon and with many other things lumbered off toward the greatest fair ever witnessed on earth.

What a sweet thrill of inexpressible delight swept through the great acoustic hall of his nature as he felt the poetry of motion once again! What a hopeful glow stirred the cockles of his heart—like the negus accelerating the ichor in the veins of the gods.

It must have been ten o'clock when he rolled through the gates into the marvelously beautiful White City. No words can paint his feelings, speech fails to utter his joy, language is incompetent to convey the surcharging sense of victory that thrilled through his profoundest being—way down deep in his nature beyond all touch of feeble words that circulate only in the upper and more ethereal elements. He looked at his watch over and over, every minute, as he held it up to the beam of light that he admitted through his little secret window. He peeped out over the grounds as he rolled along, and could scarcely keep from shouting at the top of his voice.

Thump! Bang! Shock! Down he dropped on the ground. "Wasson & Co., importers," examined the box critically.

"Singular," said Mr. Wasson, pulling out his watch and looking at the time of day. "I don't know what this can be. I am not expecting anything. I thought all our goods had arrived. But open it, and we'll see."

The sun was shining brightly, and his solar majesty was warming up things pretty well in Jackson Park. As always on such occasions a group of expectant persons assembled around to gaze curiously at the contents of the box, whatever they might be.

The laborers soon tore off the top of the box. Up popped Jam O. Ledger. He stood up to his fullest height, battered, disheveled, but proud. The people and laborers stared in blankest wonderment. Mr. Wasson himself looked like he had beheld a ghost at midnight in his bed-room. A man shipped to him!—some downright anarchical movement beyond all cavil. Maybe the insane fellow would pull out a revolver and shoot him down. He fully expected it. He magnified Ledger's bare head into a thought-cauldron of insane, demoniacal ideas—a Vesuvius of monarchical damnation just imported across the water—a pure, unadulterated, brand of ignorant, festering death. And when the fellow wildly threw out his arms and with undaunted eye looking toward the hot, shining sun, shouted at the top of his voice:

"Victory! Victory! Victory!"

we was absolutely sure he was a solid chunk of pure, monarchical-trained cussedness.

A great crowd rushed around at the sound of his screaming voice. Ledger climbed out and stood upon the top of the box. Then he said, while the crowd still deepened around him:

"Ladies and gentlemen:—Excuse my appearance. But I've won a bet. I bet I could get into these grounds without paying the entrance fee. and I have done it. I won. I came

all the way from New York by express to do it—that was my scheme—and I've done it. At noon to-day my time is out for winning. What time is it now?" He looked at his watch, and so did everybody else.

"Half past ten!" cried twenty voices at once."

"How much did you win?" asked a dozen others in the next breath.

"Five thousand dollars," shouted Ledger, proudly grinning profusely all around.

"What's your name?" inquired several voices at once.

"Ledger!" he shouted.

"Three cheers for Ledger," proposed some one, and at the command they raised a tremendous howl. Two thousand people had congregated there, and many yelled, not knowing what for, because the rest did. It was a singular reception.

Mr. Wasson did not know just what to think of it. After the fellow's little speech, blunderingly uttered, he modified his views of him a little, but still he regarded him as an erratic, eccentric, juggle sort of fellow after all. Nature built him a little lop-sided, he judged. Nothing particularly bad in him—only a little underdone. But to be sure of matters he ordered up some of the Columbian guards and told them to expel the interloper from the grounds. There is nothing so certain as certainty, he always believed, and acted up to that idea in his every-day, business life.

The guards came up, told the great crowd to move on, and then ordered Ledger down from the box. He pleaded his cause manfully and won many sympathizers among some who still lingered about. An explanation was made to the guards, and finally on the consent of Mr. Wasson he was allowed, as his property which had arrived by express, to remain on the grounds.

Ledger was profuse in his thanks to the business gentleman for his kindness, and in a moment of confidence disclosed the name of the person he had bet with. It was a great surprise to Ledger to learn that Van Soon was a special friend of Mr. Wasson's. The selection of Wasson's name, Ledger explained, was a mere matter of accident, and it might as easily have been some other name. After mutual explanations, Mr. Wasson invited Ledger to make the place of his exhibit headquarters for himself. With many thanks Ledger promised to do so, and excusing himself then hurriedly walked away. But before he did so Mr. Wasson directed him where to find a telegraph office, and he proceeded to the place immediately.

As quickly as he could he wrote out a message

to Mollie Pitcher, telling her of his success, and one to his friend Walfield to the same effect. Then he telegraphed the same news, unwelcome as it might be, to Van Soon. He told the hour, and named Mr. Wasson as a witness to the truth of his statements.

His bet was won, his work was over.

It is needless to tell you of Mollie's glad surprise when she received the telegram an hour after she had given up all hope of Ledger's success. You can easily conceive of Walfield's quiet pleasure after reading the gladdening news. But Van Soon's uncontrollable rage is not a matter of speculation. It requires evidence to know how furious he became.

It is the absolute truth—he not only used vigorous American adjectives, but he swore, perhaps worse than John L. Sullivan did when he cried and found himself licked by Jas. Corbett. He wanted to win because there was a "nobby" girl in the case. It was humiliating to him, a man of money, if not of brains, a man with a pocket full of social distinction, if not a head full of prime intelligence, to lose. A poor nothing like Ledger to win, made him feel that his success in profoundly impressing the girl, Pitcher, of his essential divinity was not so pronounced. The money was not so much a matter to him, as the possible victory Ledger would gain over him with the hoydenish beauty.

"By the living eternals," he aroused himself to muse, "I can't understand it. And he refers me to Wasson, my friend. Well, that does beat —"

After a volume of like import, which he considered *comme il faut*, he put on his silk tile with much stress in his action, and ordered up his cabriolet. It was a custom of his to do this for the purpose of permitting his superabundance of ill humor to escape in decent manner.

He took the first train for Chicago. And so did Mollie, after she had telegraphed Ledger to meet her at the Palmer House on Thursday morning at 8 o'clock.

They met on the train—Van Soon and Miss Mollie.

It was an astonishment to him to see her. She was equally astonished. And both going to the same place! What could be taking him there? What could be taking her there? Both were going to see the Fair, as a matter of course. Both were traveling in the same Wagner coach.

"We'll doubtless meet Ledger there," said Mollie, with a twinkle in her eyes, glancing at Van Soon sitting *vis-a-vis*. The car was flying along at a rapid rate. They were nearing Chicago. It

was early morning, and the Thursday on which she was to meet Ledger at the Palmer.

"I expect to. He'll perhaps take in the great Fair." Van Soon had quickness enough of intellect to look into her face to see if possible whether she had an ulterior motive in naming Ledger to him.

"O, no doubt."

"He can afford it now." She took this to be a sneer at his poverty, and to mean that his money paid him for this infinite boon.

"How so, *now*?" she asked, tersely.

"He won the bet off of me," said Van Soon, with the indifference of Coal Oil Johnny in his palmist days.

"For how much?" She would not confess even to the knowledge that she knew a bet had been made.

"Five thousand."

"Of course he can afford it then."

Van Soon brushed with both hands some specks of dust from his knees. Mollie leaned back languidly in her seat. It was a difficult matter to have the talk progress in easy manner. It flagged.

The car flashed by long trains of cars, crashed by switches, roared past street crossings, whirling up a cloud of dust, and slowed into the depot. They were in Chicago, sometimes called Porkopolis and sometimes called the Windy City. Miss Mollie was driven straight to the Palmer Hotel.

Ledger was there, awaiting her arrival. It was just eight o'clock in the morning. Their greeting had an undercurrent of significance in it that was scrupulously concealed from the public under a very proper and very conventional exterior.

"Glad to see you," said Ledger, holding her hand.

"Ditto," she responded, after the manner of the astute New Yorker.

"Promptly on time," remarked Ledger.

"Van Soon came here with me." The thermometer of his joy fell below zero instantly.

"He owes me a bill of five thousand," observe Ledger, coldly.

"You need not be so freezing," she laughed, in the old soul-reviving laugh of the old Mollie. He had to smile. It was useless to try to hide a motive from her.

"I acknowledge the corn." It is said an open confession is good for the soul. Ledger experienced it.

"It is always best to tell the truth." They were standing in the parlor of the hotel.

"You compel one to tell the truth, willy-nilly."

"Let's go straight to the grounds," she requested.

They went.

On the way Mollie, the hoyden, said:

"You won."

"I won."

"No; *we* won," she playfully urged, in the manner of a pragmatical, querulous being. He saw.

"Yes; *we* won," in a very meek tone, all assumed. She gurgled at the splendid counterfeit.

"That's right," she cajoled.

"I remember *our* bargain."

"So do I."

"*I* won *you* this time," he said, seriously.

"Not much," she shouted.

"Who did, then?"

"That's a feat never accomplished yet," she said, with mock heroism and pride. The rosy lips pinched close looked "kissable."

"Why did you come to Chicago?"

"To see you."

"For me to claim my own, eh? Glorious Mollie!"

"Not so fast," she urged, like one stubbornly sullen. Ledger imagined she meant a little of it.

"Let's marry in the great Ferris wheel," said he, as cheerily as an enthusiastic boy.

"An idea!" she exclaimed.

"All the papers will puff us up into the upper regions."

"What an idea!" she made answer. He saw the consent in her manner.

"A beautiful idea," he insisted.

"A romantic idea," she seemed to repeat.

"It will simply be fulfilling *our* part of the bet—the side-show to the circus."

"Daddy won't buy me a bow wow, wow wow," she sang, frolicsomenely, and then she whistled it. They were nearing the main entrance to the grounds, and at the moment she acted as if she had forgotten there was such a person in the world as Ledger. It was her way. And Ledger was stupidly serious about her apparently abstract conduct. But he said in all the warmth of an assumed spirit of jest he could command—doing a little unconscious acting:

"Never mind; I'll buy you one, dear."

"After the bawl is over you may," she said, patronizingly. Then in a spirit of unmixed jollity, she cried out: "What a great show this is down here in the White City!"

"Pretty nearly as great as a marriage in Ferris' wheel," he returned. "I'll find a minister as soon as I can."

She said nothing. They entered the grounds. A show of marvelous architectural beauty and harmony, and a landscape excelling, if possible, the inimitable and munificent hand of nature—

the glorious work of Frederick Law Olmsted—dazzled their admiring eyes. It was artistic beauty everywhere.

But "Miss Mollie hard to please" did not give her consent to a marriage in the wonderful wheel. She said neither yea nor nay. But Ledger was not wholly displeased, and certainly not routed in his assaults upon her heart.

After the sun had passed the meridian Ledger had occasion to go up into the city. While he was absent—she naturally surmised why he was called away—she rested supremely happy in the New York state house. On his return he was to find her there. The events of her life for the past month had been so romantic and novel and stirring. And here she was in Chicago, alone. Her only friend there was Ledger. If she did not marry him now and at once, what a scandal her course in meeting him in Chicago would engender. She was wide-awake to the situation, but she was not dismayed. She sat very quietly, awaiting *his* return. In her mind the affair had progressed so far that she thought of Ledger only as *him*—simply *him*.

He returned. With him he brought the necessary legal papers and a regularly ordained minister of the gospel. After an introduction to the minister, Ledger simply said:

"Now we'll go."

She arose quietly and very demurely, for once in her life let it be said, took his arm. The minister, a Mr. Romel, walked close by the side of the beautiful Mollie, as they proceeded on their way to the Ferris wheel, and engaged in a light, chattering conversation.

When Superintendent Rice was made acquainted with the fact that a wedding party wanted a car, he made haste to prepare the same. With commendable affability he ushered the party into the car, and it began to rise in its great circuit in the air.

As they ascended, higher and higher, until they were two hundred and fifty feet above the earth, they quietly answered in the affirmative while standing on their feet, all the questions propounded by the reverend gentleman in the marriage ceremony. When they had been carried to the highest point the car paused, Rev. Mr. Romel there had them join their right hands and in few words pronounced them husband and wife.

With cool deliberation Mollie sat down. The minister and her new husband did the same. A new smile, like a poem of the soul, arose to her face as she turned to Ledger and said:

"This is *our* marriage."

"Simply the payment of *our* bet," he returned, with a new and strange feeling in his heart. Mol-

lie was free to confess that the emotions and sensations in her heart were strangers, but they had apparently immigrated there from somewhere—nowhere—and exercised the rights of squatter sovereignty. And she liked these delightful strangers, and was in no way inclined to oust them. They were grand and orderly inhabitants, intelligent citizens, and she hoped they would remain in their new domain forever.

In this blissful mood she silently looked out over the world-renowned White City. It seemed gradually to rise up to meet her, and she sank lower into it, until at last she was below the level of its roofs, swallowed up in the bosom of that wonderful city. It was almost like dropping from the clear sky into the hustling, moving, murmuring midst of mortal humanity and taking up her existence again where she had left it off to enjoy the only divinely sentimental poesy of life—happy marriage. This unreal thing of love is the only real thing vouchsafed to struggling mortality. It is the savor of all domestic purity, it is the salvation from everlasting death, it is the amulet from all evils leading into the hell of domestic infelicity. The married without it must write over their chamber door that celebrated line of Dante, as a framed motto:

"All hope abandon, ye who enter here."

Mollie thought she would never have her first quarrel. After the first quarrel the second one is easier, and the third still easier, and so on, until quarreling becomes the natural condition of home. She said it would never do for them, for her, for *him*, to contend for anything, for any statement, any understanding, any situation, any desire, any sentiment. Of all people they can the least afford it. The true law of love is *yielding*, not *contending*. What more is gained if contention is persisted in than if yielding is made the basis of domestic life? How sweet to yield, she thought.

Once more upon *terra firma*. The three walked with celerity, led by Ledger, to the headquarters of Wasson & Co., Importers.

"This is my wife, Mr. Wasson," said Ledger, with an air of pride that was rememberable. Mollie never forgot it. She looked tenderly at her new husband. Mr. Wasson shook her hand cordially, and he received a sweet smile for his pains.

"Glad to meet you, Mrs. Ledger," he said, a little conventionally, to be sure.

"We have just been married in the great Ferris wheel, as a fulfillment of a part of the bet I won. This is the Rev. Romel, who joined us heart and hands not more than half an hour ago. O, marriage is so nice. I would not be a single man again for all the world. Would you, Mollie?"

"No," she assented, smiling at his exuberance.

"I think about two thousand people saw Mr. Ledger when he bobbed up so surprisingly out of the box the day we opened up our wonderful express package from New York," said Mr. Wasson.

"Quite a romance," said the prim minister, with an unconscious facial distortion.

"I am Van Soon's friend," said Wasson.

"He is in the city," said Mollie.

"Is he? I shall be glad to prove to him your victory in the unique bet," remarked Wasson to both husband and wife.

"And I'll write you out a marriage certificate," proffered Mr. Romel.

"O! yes; do," entreated Mollie.

It was written out there in Mr. Wasson's office and given her.

A telegram to Walfeld informed him of their marriage in the Ferris wheel.

They remained at the Fair a fortnight, drinking in its beauties and wonders, and then they returned to New York. Ledger at once recovered the money from the banker who was the stakeholder. They erected a beautiful dwelling, and began wedded life under the most favorable auspices.

They were happy.

The bet was won "by express," but under many difficulties.

## THE INDUSTRIAL VORTEX.

(NO. 5.)

BY JOSE GROS.

You shall in vain search human history for similar industrial developments to our own in the last twenty years or so. The worst periods, under Rome, with her agrarian troubles, are, perhaps, the nearest approach to our conditions in the sense of general discontent, great extremes in wealth and poverty, large groups of unemployed people, etc., but there the parallel stops.

All political rights had well nigh disappeared, when Rome was agitated by great industrial disturbances. Our political rights are yet intact, but they seem to be inoperative for good, and only conducive to evil. We mean this: that no matter how superior to others our political system may be, it seems to admirably adapt itself to the greatest industrial abnormalities that the course of events may evolve.

We can also notice that any troubles in all previous historical periods, were the result of internal or external wars, the product of conquests through which the military spirit was developed, with its ambitions and great deformities; while our republic is essentially peaceful, having none of the silly military vanities which have so often turned the heads of most other powerful nations. A short period of peace, after gigantic wars, seemed to be enough to restore the usual condition of general happiness and content, in many cases, anyhow; all indicating that the ancient social status could run pretty smooth as long as peaceful conditions prevailed for a while, and the government did not attempt any extra processes to displease the mass of the people. The writer has, in fact, witnessed all of the above on the other side of the Atlantic, about forty years ago, and history often tells us the same story.

It happened with us that, for a few years after our war of giants against the South, we also seemed to have relapsed into an era of prosperity and general satisfaction, excepting the southern states, left in the deepest poverty and distress that human history has, perhaps, exhibited on any similar large scale of territory. Later on even the southern states came out of their chaos and confusion, after a fashion. All the same it looks as if that wave of prosperity, first along the northern belt, from ocean to ocean, then over the southern one, from the Potomac to the Gulf, had never sprung up from the bottom, but was merely localized on the upper layers of the social structure. There must be some reason for all that. It will pay us to rapidly investigate the subject in its fundamental elements.

First let us look a little farther back. An era of great inventions had been initiated long before our war against the south. That war itself gave a new impulse to our inventive genius, or intensified it in certain directions, abnormal, of course, because, is there anything less normal in God's eyes than a civil war, a war among men that have long lived under the same institutions, most especially when resting on popular rights, even if crude yet, or far from what they should be?

The inventive genius!—what is that but one of God's greatest blessings to men? And every new blessing from God implies new duties to Him and to each other, new duties on the part of the social organization. Men have never been taught how to realize that, or they generally take divine blessings as something due to them, or they don't even take cognizance that the blessings had come for any especial purpose.

Take now that civil war of ours, victoriously

fought, fought under a grand idea, improperly apprehended, fought through processes essentially monopolistic, and so intensifying monopoly in all forms, and hence bending the inventive faculty along that line more than ever—an industrial collapse was inevitable, and it came. It came in '73. It is worse than ever in '93, after twenty years with flashes of prosperity, but with a general tendency towards piling up the wealth of the many, produced by the many, in the hands of the few, the most fatal sign of national decadence you can imagine, the most criminal sign, in God's eyes, of rotten perceptions among the influential classes, those with greater responsibilities because having obtained greater intelligence and wealth.

The restoration of the Union and the suppression of chattel slavery were, no doubt, great achievements, but it did not occur to us, or to many of us, that chattel slavery was, after all, but one of the forms of slavery bound to destroy the life of nations. If perpetuated long enough, or beyond a certain point, and that such a destruction could be rapid if loose economic methods were indulged in, tending to increase inequalities in wealth above a certain ratio. Loose economic methods were initiated with our civil war, continued during the war, and have been intensified ever since. Back of all such loose economic methods we had that old cardinal evil, *Land Monopoly*, forever eating up the life of nations, the only evil which made chattel slavery possible! And in suppressing chattel slavery we left the cause that feeds and evolves slavery in this or that form, under this or that name. And we imagined that we would be all right, after the war was over, all right until the judgment day opened the graves of all past generations! Also that we could defy all God's laws of economics with impunity. Worse than that. We took for granted that it would be all right to follow the war with twenty-five years of sectional hate, when in the north the fashion would be to vote against the south, and in the south to vote against the north, thus letting a certain group of men play both, with the north and the south, with the workers in both sections, we mean. And hence that insolent plutocracy of ours, gorged with the wealth of all sections, victimizing them all. Because, suppose that most of the wealth is piled up in the east. Do you suppose the workers there have it? Not a bit of it. And we should know something about it; because we have always been in the east.

In alluding to the fatal results of that old sectional hate, we have but one object, and it is as follows: not to replace it with hate in any other form. First, we should remember that we are a

nation more than a group of states, that there should be no north, no south, no east, no west in the realm of legislation, and no classes, either. Also that in the end, only a given set of laws can be beneficial to all, even to the monopolists, more so to all honest workers in all fields and occupations.

Besides all that, hate darkens all the faculties of the mind, poisons the best impulses of the human soul, and closes up the avenues into all healthy reforms. One thing alone we should hate, and that is evil, most especially when embodied in acts of congress or state legislatures. Let us have individuals alone. They belong to God and to themselves.

We have spoken of loose economic methods adhered to for over thirty years. They are responsible for the intensity of our industrial turmoils. They have only been made possible because of the ignorance of our workers on God's economic laws, and there is nothing complex in such laws. They are just the simplest of God's laws in nature. They can be easily apprehended by any average mind. All you have to do is to remember that the happiness of the individual rests on that of the social group. Once the mind has attained that point, the humblest worker can beat into jelly the most infatuated college professor in the land, in all that relates to the fundamentals of healthy national development. Such fundamentals are conditioned on the processes through which the social compact shall derive the income it may need, to perform its proper functions, neither more nor less. Naturally enough, we are here face to face with a question of ethics.

We have to have a certain public income. Who shall pay for it? Shall it be paid in such a way as to preserve the law of equal freedom, or in such a form as to totally trample upon that law? Shall we be honest or shall we be dishonest in the collection of that public income? Are labor's rights to be crushed or to be preserved, to be denied or to be respected through that public income? And what are labor's rights? The most

cardinal one, the one on which all the others depend, and without which all others are a clean farce, the cardinal right in question is *Free access to land!* We mean, free from all tribute to any private individual. All social disasters come from that criminal tribute, sinning, in the most barbarous form, against that "*Thou shalt not steal.*" Can you expect any peace on earth, any absence of turmoils, any good will among men, any real Christianity in what we call Christian civilization, as long as the crime in question stands in our midst, victimizing labor in all directions, and building up colossal fortunes at the expense of poverty and distress among those who produce all wealth?

And what is it that evolves, perpetuates, and constantly increases that criminal tribute collected by the few from the many, that the latter, through hard work and poor pay, may be able to fatten the former, that the few may revel in wealth, and the many may grovel in poverty? This question involves another one. It is as follows: To what do we owe the existence of those land rents pocketed by the few, the tribute we have been talking about? Such land rents increase as population increases, while the land is always the same. Population in its totality, the social compact, is then the creator of such annual land values. There you have the natural, honest, ethical revenue of the community and nation, for all public needs. Take that, and nothing but that—*The economic, natural, annual land values*, and leave production and commerce free from all taxes or burdens. Is there any mystery about that?

That free production and free commerce mean free labor, because free from all taxes on what labor produces and consumes, and free from land rents, to individuals or corporations. No industrial vortex would then be possible. King monopoly would then be dead. King labor would then rule supreme with a crown of glorious manhood. So far it has only been king with a crown of thorns and degradation.

## THE LOGIC OF SOCIALISM.

BY W. P. BORLAND.

In order to obtain a clear idea of modern socialism it is necessary to understand the theory of value, as formulated and developed by the great German economist, Karl Marx. Value—by which I mean exchange value—is, according to Marx, measured wholly by the quantity of human labor necessary for its production. Thus, if it takes six hours' labor to make a hat and twelve hours to make a coat, the

coat is worth two hats; or, expressing the same thing in terms of money, the cost, the price of the coat will be double that of the hat. By this, it is not meant that the actual quantity of labor spent by each individual in producing a commodity, determines its value; but the average amount of labor socially necessary under normal conditions of production. "The labor-time socially necessary is that required to

produce an article under the normal conditions of production, and with the average degree of skill and intensity prevalent at the time." (1.) We must not, therefore, fall into the error of supposing that double quantities of labor always represent double value; that the individual who labors during twelve hours in producing an object of utility has produced double the value of the individual who produces the same object, or even a different one, by the exercise of but six hours' labor; that is not a consequence of the socialist theory of value, however it may have been mistaken for such by opponents of socialism. "That which determines the magnitude of the value of any article is the amount of labor socially necessary for its production, or the labor-time socially necessary. Each individual commodity, in this connection, is to be considered as an average sample of its class. Commodities, therefore, in which equal quantities of labor are embodied, or which can be produced in the same time, have the same value. The value of one commodity is to the value of any other as the labor-time necessary to the production of the one is to that necessary for the production of the other. As values, all commodities are only definite masses of congealed labor-time." (2.) Utility—use-value—does not, in this view, in any way enter as a factor into the determination of the magnitude of value; it only serves as a vehicle of value, or a means of giving bodily expression to the value of social labor-time. "Nothing can have value without being an object of utility. If the thing is useless, so is the labor contained in it; the labor does not count as labor, and therefore creates no value." (3.) The value of the money commodity, i. e., gold, like every other commodity, is the labor-time it has cost to produce it. If we admit, as a hypothesis, that the production of 23.22 grains of gold costs six hours of human labor, and if we agree to take a dollar as representing this amount, the statement that an object is worth a dollar is tantamount to saying that its production has entailed as much labor as was necessary to extract 23.22 grains of gold out of the mine; in other words, six hours labor. According to Marx, it is because the object produced has used up the same quantity of labor as the extraction of 23.22 grains of gold, and solely for that reason, that it can be exchanged for that quantity of gold, or is said to be worth a dollar. The utter fallacy of this view of money will be sufficiently apparent to those who have paid some attention to the money question; indeed, this whole theory of value is totally anti-scientific, a circumstance which the socialists are, in spite of themselves, forced to admit when they enter into a development of their organic details,

but it is not my purpose to comment on that question just yet; I merely call attention to it because of its bearing on the surplus value theory, which we will now briefly examine. It will be seen, from these premises, that exchange must always represent exchange of equivalents; in exchanging a commodity, or a mass of commodities, for other commodities, or for money, the fact that, as values, they are "only definite masses of congealed labor-time," precludes the possibility of inequivalence in exchange, or the exchange of a lesser value for a greater, and, on the market, all values exchanged must be equal. But, say, a capitalist employs a certain sum in purchasing objects, and these he converts, transports, or warehouses. He afterwards sells them when they have gone through one of these three processes, and the amount realized by the sale exceeds that expended in the purchase, even adding the expenses incurred in their conversion, warehousing, or transportation. This excess of the selling price beyond the amount expended in the purchase, represents the capitalist's reward, the profit, the surplus value, and this profit, unless eaten up by the capitalist in the satisfaction of his personal wants, will be added to his former capital, will cause it to increase by so much, and will thus become a fresh source of surplus value. Where does this surplus value come from? If, on the market, there is always an equality between values exchanged, the commodities sold by the capitalist will only be worth what he has paid for them; and, as he cannot sell them beyond their value, the sale price equals the purchase price. Suppose he spent \$1,000 in procuring his commodities, he recovers \$1,000 in selling them, not a penny more. It cannot be supposed that there exists on the market any difference tending to the advantage of the buyer, or to that of the seller, or that the seller has the privilege of selling his commodity dearer than it is worth; and, even supposing such a privilege did exist, it would not in any way explain the surplus value phenomenon. For, what is a purchase for one of the contracting parties is a sale for the other, and each of them is alternately buyer and seller. If, therefore, the capitalist has sold above the price, and if this, too, is the general rule, he has also bought above the price, and thus the two differences are compensated; instead of buying for \$1,000 to sell again for \$1,000, he buys for \$1,100 and gets back \$1,100 in selling; the proportion of equality still remains, and a surplus value nowhere makes its appearance. Even supposing that one party has succeeded in deceiving the other, and has got more for his commodity than it was worth, even that will not explain the appearance of the sur-

plus value. The deceiver will become enriched, but after the deception occurs society is neither richer nor poorer than before; the sum of existing values has only changed hands, it has not varied in the slightest. There has merely been a change in the distribution of riches, but no new production of value; that is to say, of surplus value. After having deduced the impossibility of making out that surplus value would obtain its origin in the process of circulation of commodities, that is to say, might be derivable from the operation of sale or purchase, Marx adds as follows:

"Therefore, the change must take place in the commodity bought by the first act, but not in its value, for equivalents are exchanged, and the commodity is paid for at its full value. We are, therefore, forced to the conclusion that the change originates in the use-value, as such, of the commodity; i. e., in its consumption. In order to be able to extract value from the consumption of a commodity, our friend Moneybags must be so lucky as to find within the sphere of circulation in the market, a commodity whose use-value possesses the peculiar property of being a source of value, whose actual consumption, therefore, is itself an embodiment of labor, and consequently a creation of value. The possessor of money does find on the market such a special commodity in capacity for labor, or labor-power. By labor-power or capacity for labor, is to be understood the aggregate of those mental and physical capabilities existing in a human being, which he exercises whenever he produces a use-value of any description." (4.)

One step more and the idea will appear. Value is the representation of labor, and can only be produced by labor. But, in order to work, two things are necessary: the labor-power inherent in man, and the elements, instruments, or raw materials by which, or upon which, labor can be exercised. Now, in the capitalist society, labor-power is not found in the possession of the same individuals as those who own the elements on which, or the means by which, the labor has to be employed. The labor falls to the lot of the worker, the rest belongs to that of the capitalist; and, as the capitalist can no more produce without labor than can the worker without the raw materials or instruments necessary to give effect to his labor, a contract is freely entered into, on the market, between these two individuals. The worker sells for a limited time his labor-power to the capitalist, and the capitalist, after having bought it, makes use of the labor-power as he does of any other use-value which he buys, that is, he consumes it. The way to consume this labor-power is to make it work; the capitalist,

therefore, sets it to work, and to him belongs the value it creates. Now as, according to Marx, a thing is never worth but what its production has cost, this law applies to labor-power as well as to all other commodities. What, then, does it cost to produce labor-power? The totality of all those objects necessary for the sustenance of the worker during the time he has parted with his labor-power, augmented by a sum necessary for his restoration; that is to say, by the cost of his reproduction, in other words, the maintenance of his family during the same period. Let us admit, as a hypothesis, that the daily sum necessary for the maintenance and reproduction of the worker is one dollar; the labor-power or wages that pay for it, is, therefore, worth one dollar. The law which regulates value does not permit the wage to raise itself above that amount. This limitation of wages to the amount absolutely indispensable to the worker in order to live and reproduce himself, proceeds from an unconquerable law first formulated, as a deduction from the Malthusian law of population, by the economist Ricardo, and which the Socialist, Lasalle, has called the "iron law." It is one of the fundamental propositions of Socialism. Let us continue by supposing that, in order to earn the one dollar, six hours of effort, of human labor, are necessary, and that the worker only labors six hours; his wage will just simply be refunded; not an atom of surplus value will make its appearance. But if, instead of working six hours, the worker works twelve, and if he gives to the capitalist beyond the six hours of necessary work, or paid labor, another six hours of supplementary work, or unpaid labor, he thus entirely creates a fresh value of one dollar, which belongs to the capitalist, which goes to increase his capital, and which constitutes surplus value. In the capitalist society, this surplus value makes its appearance under the economic categories of rent, interest and profit. Marx then shows how the capitalist, in consequence of competition, and without, on that account, any reproach being due to the individuals who are under the fatal laws which govern the economic relations, is always obliged to aim for the continual diminution of the necessary labor in its relation with the surplus labor; how he is compelled to strive every day to obtain a greater proportion of unpaid labor, and how he realizes these ends, by prolonging the labor-day when the law does not step in to limit it; by increasing the intensity of labor, or by augmenting its productiveness by means of co-operation or of machinery. He next shows that the consequence of the development of machinery is to augment, more and more, the

great enterprises to the detriment of the small; to gradually expropriate the worker who owns his instruments of labor; then the small tradesman; and, finally, the middleman, to the advantage of the capitalist. The number of those who own capital thus acquires a tendency to rapidly diminish, while the wealth of those who remain capitalists constantly increases, and the number of paid workers constantly augments. Thus man, being endowed with a productive power superior to his needs, can create more wealth than he destroys; but, in consequence of the difference that exists between those who own labor-power and those in whom such power resides, the latter are obliged to sell their commodity (labor-power) at what may be properly called its value, that is to say, for an exact equivalent of the consumption necessary for the worker. The excess in production over consumption belongs henceforth to the capitalist, who sees his fortune increase day by day, while the worker never succeeds in appropriating to himself the smallest particle of the value he creates, beyond what is strictly necessary for him to live and reproduce himself. As has been said, Marx imputes no blame for this state of things to the individual capitalists who are under the fatal laws of competition; he, indeed, views the capitalist system as a necessary historical phase in the development of human society, a sort of profiguration of the better social system which is to take its place, but he none the less holds that, on the whole, capital is evolved to the prejudice of the worker, and constitutes a great spoliation. Marx's work is mainly critical; he is very sober as to the organic details of the socialist state—this, probably, because of the historical basis of his argument, and because he, no doubt, viewed the capitalist system as a long distance away from the necessary acme of its development—it is to his commentators that we must go for our ideas of the organic programme of Socialism. It requires considerable mental effort to fully realize the immense changes in the organic structure of society, which socialists propose to bring about; they are so thoroughly fundamental that their full import can only be mastered after a great deal of patient study. Metallic money would be entirely suppressed; it would be replaced by labor notes. Each worker would receive a certain quantity of these notes in proportion to the duration of the labor he furnishes. Determined by its duration, each worker would receive the full product of his labor, minus only that portion which would be set aside for the renewal of the collective capital, and to meet that category of public expenses now coming under the head of taxation. Let us assume that one-

third of the national product would be required to be set aside to meet these collective expenses; then the worker who labored during three hours would receive a note for two hours' labor. Every worker would thus contribute an equal share to meet the burden of public expenses. Private production and private ownership of capital would be no more; there would be no capital, save the socially managed capital of the entire collectivity, and private interest in the productive processes—that is, in the sense in which we now understand private interest—must entirely cease. The stock exchange and boards of trade must vanish, since there would be no such thing as either stocks or trade. Our present costly and elaborate system of advertising would entirely disappear, and there would be absolutely no further use for the middle man. The drummer, the solicitor of trade, the wholesale and retail dealer, the manufacturer, the entire army of those who now exploit the consumer for private profit, would find their occupation gone; they would be relegated to the ranks of the actual producers of wealth; they would be obliged to perform some socially necessary work in order to procure any of the means of subsistence, and such social necessity would not be determined by the dictates of their private interest, but by the collective interest of society as a whole. The economic functions which this army of persons now perform, and which they undertake from the stimulus of private gain, would then be performed by public functionaries, and public store-houses conveniently situated would take the place of our present wholesale and retail stores. Just imagine, for a moment, what it would mean to have every able-bodied person transformed into an actual producer of wealth; forced, by the very constitution of the society in which they found themselves, to perform some sort of labor whose social utility was publicly recognized, in order to obtain for themselves any portion of the means of existence. Imagine what all this would mean to the vast army of those who may truly be said to be unproductive consumers in our present society, and it will appear that the change proposed by the Socialists would be a most thorough one. Let those who imagine it shall ever be brought about peaceably stop dreaming. How would the value of the socially produced wealth be determined? or, rather, upon what basis would the distribution of the collectively produced utilities be arranged? Upon the basis of the social labor-time necessary for their production. Let us make a supposition to determine this notion. We will say the commu-

nity requires hats of a certain quality to the number of one million, and that the whole amount of labor-time expended throughout all the different processes of the production of those million hats equals one million hours. Then, each one of those hats will represent an average of one hour's labor expended in social production, or, one hour of social labor-time, and the worker who has labored during one hour in any of the manifold branches of social production will receive a check for that amount, which will be received at the public storehouse as the equivalent of one hat. It is not certain that this is exactly the manner in which the exchange relations between labor and its product would be established, but, at any rate, it is certain that they would be established upon the basis of social labor-time embodied in products, and the above hypothesis will serve to convey the idea. The products contained in the public storehouses would only be delivered to individuals in return for labor checks, and as there would be no private capital, nor private sources of income, there would remain no way of obtaining those checks except in exchange for some, socially recognized, useful labor—only in so far as individuals obtained them as the result of free gift from others. Thus, every member of the Socialist State would be compelled to labor, except only those who were excused by reason of age or invalidity. Right here crops up a difficulty. With respect to the aged, there could arise no controversy, since age is always easy to determine; but how about the invalids? Fourier, indeed, got over this difficulty in a highly characteristic way, by abolishing the invalids entirely; he would have no sickness in his State. However, the Socialists of the present day have not yet arrived at such a point of perfection in their theories, and we must assume that in the Socialist State there would be invalids and sickness. But, who shall determine the question of invalidity? There are many diseases so palpable to the eye that there could arise no question concerning them, even among the most inexperienced; but there are others, again, so insidious and esoteric in their nature as to escape the diagnosis of even the most experienced physicians. Those diseases are none the less real because they happen to be non-apparent to the eye, and how would the question of exemption from labor be justly determined, with respect to those persons who claimed to be afflicted with them? If persons were exempted from labor on their mere statement that they were suffering from some nervous affection for instance, these diseases would become very much the fashion, and the crowd of unproductive consumers would increase

enormously. Those who have ever attended sick inspection in an army hospital have had chances to observe the subtleties to which men resort; the fearful and wonderful diseases they invent for the benefit of the hospital surgeon, in order to secure exemption from guard, or extra duty. We might expect to see all this reproduced on an enormously extended scale throughout the Socialist State; clearly, it would be utterly impracticable to exempt persons from labor on their mere word that they were suffering from disease. But, on the other hand, supposing exemption was only allowed on the certificate of a physician, what an injustice would be done to an immense number of persons who were really suffering! And, too, what a chance for favoritism! It would only be necessary to "stand in" with the doctor for many really able-bodied persons to secure exemption from labor. The Socialist administration would here find itself confronted with a dilemma: It must either accept, unconditionally, the statements of all persons regarding their infirmities, and thus commit injustice by opening wide the door for a vast amount of unproductive consumption, or it must refuse to exempt at all, except on the certificate of a physician, and thus inevitably commit injustice by condemning many who were really invalids to labor; it would say to such persons, "work or die." Clearly, there is no place here for the recognition of true individual liberty. But, the greatest breach in the Socialist theories, occurs in their theory of value. Logically with their theory, all occupations must be paid alike; the man who labored during one hour in any occupation must receive the same share in the social product as does the man who has labored one hour in any other occupation. (This is, indeed, the doctrine proclaimed by nationalists.) Obviously, if this theory is carried out, it utterly destroys the economic motive, and the State would be compelled to order, all workers in those occupations which, while socially necessary, are more exacting or repugnant than others, and exert its influence to restrain the workers from rushing into, and overcrowding, the more agreeable occupations. The resolution of this difficulty has led the Socialists into a complete abandonment of their theory of value. Indeed, Marx's ablest commentator, Dr. A. Schaffle, says flatly: "In particular, the socialistic theory of value, so long as it depends for the computation of the value of commodities only on their cost to the community, and not their constantly changing value in use at different times and places, is quite incapable of solving the problem of production with collective capital which socialism propounds, on any really

sound economic basis. As long as socialism has not something, quite other than this, and more positive, to offer on this point, it has no chance. Its proposal to abandon a system of production, which, with all its disadvantages, does, nevertheless, afford to a tolerable degree a many-sided guarantee of economy, for the sake of a fairer distribution of produce whose possibly accruing disadvantages are at present beyond our power to forecast—this proposal, I say, will not prevail by fair means, and if carried into effect by force will not have lasting success." (5.)

"The socialist state would never be capable of coping with its task \* \* if it fixed the day's wage only on the basis of sheer cost in labour-time, instead of rating it, where there is a local and temporary fall in the use-value of any kind of work, more or less below the simple day's work; where there is a local and temporary rise of the use-value of the same above the simple day's work as the case may be. If it is not competent to do this, it will never be able to check the unproductive accumulation of commodities, but will be compelled to order all workmen to their several posts of labour." (6.)

Marx's French commentator, M. Deville, admits that there are some occupations which, because of their repugnance, or exacting nature, would need to be rated higher than others, in order to induce persons, to engage in them; and Schaffle would go so far as to leave all those occupations which can be carried on without large capital, personal services, such as those of physicians, artists, lawyers,—for there would still be lawyers, private property and inheritance being allowed, etc.,—to the free play of private interest; leaving their rate of compensation to be determined wholly by supply and demand. How this unhappy law of supply and demand, which it now loaded with all the sins of Israel, shall suddenly become immaculate, and free from all reproach, as soon as the socialists come into power, we are not informed. Some socialists have attempted to harmonize this theory of value with a hitherto unregarded element—or, at least, not sufficiently regarded—of wages, so as to introduce a certain principle of utility, without appearing to do violence to the original theory. In connection with labor-time, they have introduced what they term "life-force" as an element in determining the value of labor. We would thus get the formula that the value of labor would be determined by the amount of time and life-force expended in production. The determination of the extent to which this element of "life-force" enters into the value of labor expended in the different occupa-

tions, is a very delicate matter, and involves an almost incalculable amount of statistical detail. All of the different occupations would need to be classified, and, by the widest possible observation, extended over a uniform period of time, the average duration of life for the workers in each occupation would be determined. Something after the present plan of the vital statistics of the life insurance companies, only that each and every occupation would be classified separately so as to afford a basis for comparison. Then, the duration of life in some one occupation would be taken as the normal and used as a basis from which to determine the value of the life-force expended in all other occupations. This normal rate, as an element of value, might, and probably would, agree strictly with the labor-time expended in production; then, the compensation of the workers in all other occupations, would be at a rate above or below the normal, determined strictly by the ratio of average duration of life in each occupation, as compared with the normal, added to or subtracted from the actual labor-time. Keeping in mind the fact that, in the socialist state, the value of labor is always inseparably connected with the value of its product, the product reflecting not, as now, a whole category of diverse elements of value, but only the actual value of the labor expended in producing it, let us make a supposition in order to determine the above notion of "life-force." Say the average duration of life in the occupation selected as the normal, was thirty years. Then the hours' labor in this occupation would represent the normal hour, and would be used as the basis of calculation. Comparing this with an occupation whose average duration of life was but twenty years, we would then get the result that the hours' labor in this latter occupation represented a value one-third above the normal; for two hours' labor in this occupation, the worker would receive a check for three, and, in its relation with the product of the normal occupation, the product of this latter occupation would be valued as three is to two. The value above the normal would represent the value of the life-force expended in production, and, as it is added to the normal factor of social labor-time, we should then arrive at the result that the value of labor is determined by the time and life-force expended in production. The value of labor in all other occupations would be determined in the same way. Given an occupation whose average duration of life was fifteen years; then, its product would be valued double, and for every hour's labor the worker would receive a check for two hours; ten years' duration of life would ap-

pear as thribble value in the product, and one hour's labor would count as three, and so on throughout the entire arena of social production. Understand, I do not at all present these as exact notions—even the socialists are extremely hazy in their presentation of details on this point—they are merely hypotheses to determine the idea. We may here see what elaborate processes the human mind can conceive in its overmastering desire to correct the mistakes of God Almighty and improve on nature in the evolution of social values. It may well be doubted that the socialist state, however complete and well perfected its organization, would be competent to deal with the immense mass of statistical details which this idea involves, in a manner perfectly just and fair to all concerned; and one might well ask if there would not always be a great many workers who would fail to understand the import of, and appreciate at their true value the statistics which authorized a state functionary to say to them: "Here is a note for three hours' labor," and to other workers who had labored during exactly the same time: "here is a note for six, seven or eight hours' labor," as the case might be? Aside from the fact that such a plan would not, any more than the plan for computing value from the basis of actual labor-time alone, afford any absolute guarantee of securing a free and voluntary distribution of labor, in an economical ratio, throughout all the diverse categories of social production, it is impracticable because of its very complexity. And, again, it sacrifices the theory of value which is the mainspring of socialism. How do the nationalists treat this theory of value? They don't treat it at all, they simply accept it with all its imperfections preserved intact. The nationalists propose to regulate the value of labor from the basis of the motto: "From each, equally; to each equally." By which they mean that there shall be absolute equality of compensation for social service, or an exactly equal distribution of the social product. They justify this on the plea that all social labor is of equal value and should be equally compensated; they say that the humble worker who digs a ditch is just as necessary to society as is the greatest inventor, the scientific investigator, or the most skillful organizer of forces, and he should, therefore, be rewarded equally with them. To this theory of equal distribution of products, there would not be any very serious objection, providing it rested on a basis of fact, and, too, providing it did not utterly destroy all eco-

nomic motive and entail upon the state the necessity of ordering all workmen to their several posts of labor, and keeping them, in their proper economic ratios, in the several channels of production with military exactness. I imagine that it shall be some time yet before the majority of men shall be sufficiently enlightened to perceive in the humble worker who digs a ditch to drain a swamp, a social factor of equal importance with the inventor who gives us a process whereby the necessary labor of man is reduced one-half in the production of wealth, or the scientific investigator who yearly saves thousands of lives by showing us how we may certainly conquer a deadly disease. Such notions as this do not, at all, turn upon questions of fact; they have a psychological basis, and depend entirely upon certain intellectual conceptions of mankind. I imagine, also, that, with equality of payment assured, and the stimulus which now secures an equilibrium of forces in production thus removed, the nationalists will have a hard time to convince most persons that they shall be able to organize the productive forces of the nation upon any true basis of individual liberty. The job is, certainly, not an easy one; and there needs to be a radical alteration in the conceptions resident in the minds of most men before it shall be satisfactorily accomplished. The truth is, that the nationalists have, under the cover of a mere euphemistic twist, literally adopted the doctrine of the old metaphysical communists of the last century; under the appearance of a new principle, they have merely committed themselves to the ferocious equality of Louis Blanc. I shall pursue this subject of socialism, in its connection with individual liberty, through one more article in THE CONDUCTOR, before treating of the single tax theory.

1. K. Marx, "Capital," Humboldt Ed., p. 4.
2. Ibid, p. 4.
3. Ibid, p. 5.
4. Ibid, p. 90.
5. Dr. A. Shaffle, "Quintessence of Socialism," English Ed., p. 59.
6. Ibid, p. 91.

Mrs. Newrich (irate)—I've a good mind to sue you for your work on that last order to engrave my silverware.

The Designer and Engraver—What is the trouble, madam?

Mrs. Newrich—Trouble! Why, I told you not to spare any pains to make it the swellest job you knew how, and here you've put just the same coat-of-arms on every piece!—*Chicago Record.*

## OUR NEW YORK LETTER.

At the risk of meeting editorial censure for verging too close upon the forbidden ground of partisan politics, some comment upon the recent elections must necessarily be too spontaneous with any well regulated correspondent to be repressed this month. We are just beginning to settle down to a more every-day state of mind from the decidedly mixed state of jubilation and disappointment common to both democrats and republicans this year. The former, indeed, might seem to have but little cause for rejoicing in New York state, so complete was their overthrow everywhere, except in the metropolis itself; but the Cleveland wing may safely be suspected of more sincere pleasure than even the republicans experienced at the unexpected manner in which the latter swept the state. No one supposed that the republican state ticket would be elected, its supporters giving it so languid a backing as to open the professional engineers of the party to very serious suspicions that they had made arrangements for getting their personal share of the spoils as a sort of a gratuity from the democratic machine. No one felt very confident even, that Maynard would be defeated; satisfied, as all respectable people were, that he ought to be. For a week or two, indeed, the republicans were so astounded at their victory that they took no steps to deciding how they should use it; and it is sad to say that now that they have begun to make plans, they are such as promise but little for public welfare. On the other hand, there was a pretty general conviction that Tammany would show a decided weakening in its strongholds; and while a persistent effort has been made to give the impression that this activity took place, the facts are, that the Tammany vote was within the smallest fraction of one per cent., the same proportion to the total that it held a year ago.

Outside of the state, democrats of all factions have more genuine reason to regret the results of November 7th, and republicans the tantalizing sense that to a certain extent their victory was a barren one, since it put them no nearer positive control of the national government and secured them no strategic stronghold for use in the congressional elections next year, which they did not already possess. The president still has the prestige of conquering the refractory elements in his own party on the silver question and clearing the field for the tariff contest. That the latter will be radical beyond the power of the fossils in either party to prevent, is now beyond question. It may be that the channels of discussion will still

be marked out by the old milestones of this or that percentage of duty, but their real course will be determined by more basic principles. No matter how the wisacres who have directed things in the past, may strive to maintain their supremacy in the future, the day is gone by for mere dispute as to whether this tariff reformer or that scientific protectionist is better qualified to decide just what rate of duty shall be imposed upon each article. The lines are drawn between that portion of our people who believe that legislation should interpose to direct the productive energies of the nation into such channels as legislators deem most advisable for them, and that other portion who hold that the only interference of government with industry should be such as will prevent the interference of one individual with another. However the question may ultimately be decided, it is certainly far better that the intellect of the whole people should be interested in its decision; for in the long run, the universal average intellect will always reach sounder conclusions than will ever be arrived at by the selected few.

In strong contrast with the increasing reality of our domestic politics, at last rising above the petty details of spoil-getting and hair-splitting over technical constitutional points, is the opera bouffe character of such foreign politics as have any live contemporary interest whatever. War is a grave matter always, and civil war a lamentably serious spectacle; yet it is very hard to look at the Brazilian squabble from a serious standpoint. From beginning to end, the ludicrous side of it seems to have predominated, whether we regard the actions of the participants as the more or less interested observers. For instance, it was certainly absurd in the highest degree, that when such a glorious opportunity arose for our much-vaunted new navy to demonstrate that it was something more useful than a pretty toy, that not a single ship could be got to the scene of action until weeks after the show had been well under way. The Charleston lying helpless at Montevideo, only a few hundred miles away, with its brand-new machinery all out of gear, the Newark waiting at Hampton Roads for the supplies which one would suppose a war vessel would have at hand at a moment's notice, the Baltimore hung up in New York harbor with its officers in grave doubt whether they might not miss their holiday cruise in the Mediterranean; while all the while, the American interests in foreign lands were pining for the protection which the new navy was to give them; all

this does not give us much ground to look for great results when the mythical emergencies confront us against which the new navy was supposed to be constructed.

Nor is it without a tinge of absurdity to hear of the creation by a firm of New York exporters for a foreign power of a kind of slop-shop, made-over navy; which if actually successful in doing anything would certainly make a howling farce of the modern practice of spending years on the building of an engine of war, which the experts usually pronounce superceded by some new invention before it is fairly launched. The way that Mello's fleet seems to have got themselves into a sort of rat-hole that they can't get out of when they want to, is rather funny also; as is the attitude of refereeship assumed by the foreign commanders in laying down rules for the game, according to which the combatants may spar away at each other as vigorously as they please, but (although carrying on their warfare solely within the confines of a country which certainly belongs to one or the other or both of them) must yet be careful not to carry it to such an extreme as to damage any of the permanently vested interests from abroad; a phase of the contest which is highly suggestive of the supremacy attained by material considerations over the old-fashioned ideas of glory. But, perhaps, the cream of the joke is to be found in the accounts which reach us every few days through the medium of the regular trading vessels, which seem to sail in and out of Rio harbor and go about their ordinary business in the customary way; somewhat incommoded by the unsettled state of affairs, as a manufacturer might be whose works were situated in a tough neighborhood, where free fights were of frequent occurrence, but otherwise paying very little attention to the horrid front of war paraded before them.

Of equally mirth-provoking nature might be considered the Hawaiian imbroglio, if it were not for the uncommonly awkward way that we are ourselves tangled up in it. That we never had any business getting into the mess is a fact which will hardly be disputed now by any one, unless influenced by the foolish effort to identify the Republican party with the so-called republic of Hawaii; and yet, the proposition that we are in honor bound to restore the *statu quo* before washing our hands of the whole business, is a little too much like the style of rectitude that stands up so straight that it leans backward. Of course, it is true that the attempt to get the backing of the United States for the schemes of the

carpetbag adventurers in Hawaii was a gigantic job, which failed only because the appeal to a mingled sentiment of jingoism and loyalty to popular government, fell so utterly flat. A republic that is conditioned on the supremacy of 2,000 foreigners over 40,000 natives, and 20,000 other foreigners in sympathy with the natives, is rather too great a show to deceive anybody; and this situation is made rather worse when we remember that seizure of the government was only effected in furtherance of the gradual land-grabbing by which the 2,000 were coming to be the industrial, as well as political, masters of the other 60,000. It is much as if the landlords of New York or Chicago were not to be content with absorbing the best part of the results of production by the people of those cities, but were to insist on excluding them from any voice in administration of public affairs, also.

That we may come to that some day is quite within the bounds of possibility, unless matters are mended; but it is refreshing to find that the prevalent hard times have not so broken the spirit of wage-makers that they have lost the interest to rebel on such grounds as have instigated the Lehigh Valley strike, the latest reports of which give more promise of success than in other such strikes of recent years. It would be rash to calculate yet, however, with too much certainty, on the men winning in this latest fight, for the power is very great that is vested in the ownership of a monopoly like the right-of-way of a railroad. It is not the railroad's capital proper which makes it strong, as men are too apt hastily to conceive: for that is subject to dissipation and waste, so that the capitalist loses not only interest but capital itself, when it lies idle, even though he may not approach starvation, as does the laborer. But though the railroad were to be so completely tied up that not a car was moved until its rolling stock rotted on the tracks, and the very rails crumbled with rust, there would still be a property left in the right-of-way and the franchise far more valuable than either; and it is this ultimate reserve force which puts "scabs" at the corporation's command, and in this connection, it may be well to reflect that there is just one "industry" against which no strike has ever even had enough hope of success to warrant its being attempted—the "industry" of the landlord; for, in this line of business, the most profitable branch of all is that which consists in keeping the investment idle for a term of years.

EDW. I. SHRIVER.



Our readers who write to any of the firms advertising in these columns are requested to mention  
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.  
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

E. E. CLARK, EDITOR-IN-CHIEF.  
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

### SUNDAY RAILWAY TRAFFIC.

*The Railway Age* of recent date gives an interesting and instructive paper on Sunday Railway Traffic, read by Edwin C. Beach before the International Congress on Sunday Rest. Mr. Beach approaches the discussion of this important question in a spirit of toleration to be highly commended, urging that: "Honest investigation in the light of mutual relationship will lead to reciprocal confidence, inure to mutual prosperity and have a conserving influence, both on the body politic and railway interests." With this thought in view he admits the necessity for some Sunday work, but thinks it may be made much less than is now the custom and still meet all the actual needs of the country. As a practical minimum for this traffic he presents the following:

1. Trains for perishable freight, live stock and special shipments of urgent character, stoppage of which en route would cause loss; and such additional trains, at certain seasons, as may be necessary to prevent blockade of tracks at principal junction and relay points on the line.

2. Through mail service, and trains for the completion of inter-state passage and to accommodate travel made necessary by individual exigencies.

3. Such work in the mechanical and maintenance of way departments as cannot be done on a week day without serious interruption to traffic.

This minimum was submitted to the managers of nearly all the great systems in the country, and they not only gave it cordial endorsement, but many of them were disposed to go even further in their reductions of Sunday service. Mr. Beach also presented for the consideration of these same managers a list of questions covering every branch of the reform advocated.

The answers to these questions were, on the whole, satisfactory, indicating a feeling on the part of the managers that the present curtailment of Sunday traffic was beneficial to all concerned, and a very general disposition to extend it when-

ever the public generally and shippers in particular can be taught to give it support. These letters from general managers form one of the most instructive portions of Mr. Beach's presentation, and the following from General Manager C. H. Hudson, of the East Tennessee, Virginia & Georgia, may be taken as fairly typical of the rest:

1. We have no printed rules or regulations respecting the abandonment of trains on Sunday. The instructions to superintendents are that they should run as few as possible to do, taking care of the perishable and important business that must be moved. If a crew is away from home and it is possible to run Sunday and get them back, then a train is run to take them.

As to your second question: In Georgia we have a law preventing the running of trains from 12 o'clock Saturday night until 12 o'clock Sunday night; consequently in Georgia we run no Sunday trains. This in many cases works a hardship upon our men, as they reach the terminals away from home when they could be got home during the forenoon of Sunday, if it were allowed. They therefore have to wait until after midnight Sunday night, keeping them from their homes and their families.

No argument will be needed to show the hardship entailed by such legislation upon the train men. North Carolina and Massachusetts have practically the same restrictions, and their revocation would be hailed with delight by any one in any measure influenced by them. Mr. Hudson's answers continue as follows:

As to the third question: We endeavor as far as possible to get our men home on Sunday without regard as to whether they properly appreciate the same or not. Doubtless there are some in each crew who will appreciate being with their families. Our officials are all agreed that to accomplish the best results for both the road and the men the matter should be left in the hands of the superintendents, so that each Sunday might be taken care of by itself.

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5. We have never been able to move our heavy traffic without blockades at some point in territory where we cannot run on Sunday.

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7. Shippers and consignees, respecting the time allowed for the movement of products and merchandise, do not concede one day out of seven for rest without complaint. If a Sunday intervenes in territory where their freight is obliged to lay there is great complaint.

8. A complete suspension of Sunday work results in a loss respecting operating expenses, because of blockades at terminals, additional time and additional switching expenses.

9. I regard all legislative restrictions objectionable. Work of all kinds, such as mechanical and maintenance of way work, is suspended on Sunday. You can readily see, however, that with large movements of freight from the seaboard to the interior, or vice versa, there must necessarily be blockades at the terminals reached at or before midnight Saturday, if no trains run on Sunday.

Taking this as representative of the feeling among the managers, it will find ready endorsement by a great majority of the train men of the

country. They will be the last to complain about doing the necessary work, but they will insist upon its being necessary, and being so arranged as to allow the greatest per cent. of them possible free Sundays at home. This is not to be accomplished by such legislation as that before mentioned, but had much better be left to managers who realize the benefits to be derived from such a course, and most of whom appreciate the full value of the service rendered by men who are not only reinvigorated by a day of rest, but are all the more kindly disposed toward their employers because of its being freely granted. It will also be seen that the general public are not without responsibility in these matters, and reform will come as soon as the managers feel that public sentiment is backing them up in it. It must be a genuine sentiment, however, and not of the sort given to loud pretense, while at the same time, perhaps, a vigorous kick is being made because some unimportant shipment has been delayed over Sunday.

#### TO PREVENT TRAIN ROBBING.

The need for some means for the stern suppression of the crime of train robbing, is growing more and more apparent with the passage of every week. Notwithstanding the misfortunes that have attended nearly every such attempt during the past year and the relentless pursuit of everyone concerned, there has been no falling off in the number of recruits to the ranks of this class of criminals, nor to the number of their depredations. Feeling that the present methods for apprehending and punishing these desperadoes were inadequate in many particulars, a meeting of express and railroad men was held in Cincinnati last summer for the purpose of considering the question in all its bearings. As a result of their deliberations, a committee of three, of which J. W. Shrague, manager of the *Express Gazette*, was chairman, was appointed, with instructions to draft a bill making it a national crime to rob or wreck a train carrying inter-state commerce. In pursuance of this duty the following measure was prepared and presented to congress by Hon. John A. Caldwell, September 16, last:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled: That any person or persons who wilfully and maliciously displace or removes a railway switch, cross-tie or rail, or injures a railroad track or bridge, or does or causes to be done an act whereby a locomotive, car or train of cars, or any matter or thing appertaining thereto, is stopped, obstructed, or injured, with intent to rob or injure the person or property

"passing over any railroad engaged in inter-state commerce, and in consequence thereof a person is killed, shall be guilty of murder.

"SEC. 2. That any person or persons who wilfully and maliciously displaces or removes a railway switch, cross-tie, or rail, or injures a railroad track or railroad bridge, or places an obstruction on such track or bridge, or unlawfully and maliciously displays, hides, or removes a signal or light upon or near to a railroad, or unlawfully and maliciously does or causes to be done anything with intent to rob or to injure a person or property passing over such railroad engaged in inter-state commerce, shall, upon conviction, be imprisoned at hard labor not less than one nor more than twenty years.

"SEC. 3. That any person or persons who unlawfully and maliciously throws, or causes anything to be thrown, or to fall into or upon or to strike against a railroad train, or an engine, tender, car, or truck, with intent to rob or to injure a person or property on such train, engine, car, or truck engaged in inter-state commerce, shall, upon conviction, be imprisoned at hard labor not less than one year nor more than twenty years.

"SEC. 4. That the Circuit and District Courts of the United States are hereby invested with full and concurrent jurisdiction of all causes or crimes arising under any of the provisions of this act.

There are many reasons why this matter should, in so far as possible, be taken out of the hands of the local courts. In many of the states the laws are too weak to do full justice for the gravity of the crime committed. Very frequently the assaults are made in remote districts where federal authority alone can reach, and often there is a con-

flict in jurisdiction between local authorities which results in nothing being done by anyone. For these and many other reasons it appears to be the unanimous opinion of all who have given the subject thought, that no great reform can be accomplished until Congress takes the matter in hand. The bill presented seems to be subject to but one criticism, and that is in the time limit of the punishment. No man who attempts any one

of these crimes should be permitted to repeat the experiment, and for that reason the imprisonment should be from ten to fifty years, rather than from one to twenty. Such punishment would also be more commensurate with the gravity of the offense. This is a matter of the first importance to all the railroad men in the country, and they should bring every influence to bear upon their members of congress to the end that the bill may become law during the present session.

#### AN UNBIASED OPINION OF "SCABS."

The Elmira, N. Y., *Telegram* of Nov. 26 contained the following touching tribute to the few men who have been shown by the Lehigh Valley strike to be lost to every sentiment of true manhood:

The strike hasn't the official sanction of the *Telegram*, but the strikers have its unqualified sympathy. The present strike has again developed one unfortunate fact. There were just enough traitors in the camp to keep trains moving until reinforcements could be secured from a distance. If a lot of men are out of work, and there is an opportunity presented to secure employment during such a labor upheaval as now exists between the Lehigh officers and its employés, it is perfectly natural, if not perfectly proper, that such men, bound by no previous voluntarily assumed obligation, are anxious to secure the situations thus made vacant. Self-preservation is the first law of nature, and it generally affects all human beings alike. But any man who will, of his own volition, join a lodge, order or brotherhood, subscribe to its by-laws, take a solemn obligation to stand by his fellows, reap the

benefits of the order during its days of prosperity and then turn on brothers during the days of adversity, and refuse to strike, when a majority vote for a strike, is a dirty, stinking specimen of a half-baked human being. A decent boss, clear down to the innermost depths of his own manly heart, hates a man of this make-up far more than he does the "striker," who, though he may be opposing said boss's wishes, and interfering with said boss's financial and business interests, has the manhood to stand by his comrades, and the courage and conscience to respect the obligation of his own solemn oath. As we understand it, no compulsion is used to induce engineers, firemen, conductors or trainmen to join their respective orders. They join of their own free will, or remain outside of the organizations, as they may each individually elect. But any man, after voluntarily attaching himself to any such order, who violates his solemn obligation, simply to retain his situation, instead of standing up and taking his medicine, with the rest of his brothers, like a little man, is a sneak and a traitor, by the side of whom Judas Iscariot and Benedict Arnold were mere pigmies.

#### CONGRESS OF TRADES UNIONS.

THE CONDUCTOR is in receipt of an extended account of the twenty-sixth Annual Trades Union Congress, held in Belfast, Sept. 4 to 9 inclusive. This congress and the orders it represents form one of the most potent of the forces working for the betterment of all laboring men on the British isles. Its sessions were all well attended, and the able manner in which all the subjects presented were handled, explained at once the source of its great influence. Something of the work accomplished by this organization during the past year, may be gathered from the report of its parliamentary committee, to which is entrusted most of the reforms proposed. According to this document several years of work looking to a change in the law governing the appointment of magistrates and the abolition of the class exclusiveness hitherto associated therewith, have finally resulted in the appointment of no less than seventy workingmen as justices of the peace. These,

however, are confined to England and Wales, and the committee expresses regret that the reform has not yet reached Scotland and Ireland. The financial qualification for those wishing to become poor-law guardians has also been reduced to £5, thus tending to bring the unfortunate of the so-called lower classes under the direction of men whose sympathies have not been estranged by the accidents of birth, association and education. A new grade of factory inspectors has been created, and fifteen new appointments made under it. A resolution was passed through Parliament looking to the establishment of better hours of labor for shop assistants, and some progress was made with the Eight Hour and Miners' bills, though neither of the latter was passed. On another branch of this same subject, under the caption of "Railway Servant's Hours," the report says:

During the session an act has been passed to

amend the law with respect to the hours of labor of railway servants. The act provides that representations may be made to the board of trade "by or on behalf of the servants, or any class of the servants of a railway company engaged in working the traffic," whose hours are excessive, or do not provide sufficient intervals of uninterrupted rest between the periods of duty. The board of trade must then enquire into those representations, and if the complaint is based upon reasonable ground, the board of trade shall order the company to submit to them within a specified time, such a schedule of time for the duty of their servants, or any class of their servants, as will, in the opinion of the board, bring the actual hours of work within reasonable limits. If the company fail to comply with this order, or to enforce the provisions of any schedule submitted to them by the board, the matter may then be referred to the Railway and Canal Commission, who have power to make an order to compel the company to comply with their decision, or be liable to a fine not exceeding one hundred pounds for every day during which the default continues.

A bill to amend the law relative to the liability of employers was also brought forward, but failed to pass. If it should become a law in its present form, a workman injured through the negligence of his employer, or of a fellow-workman, would be placed upon the same legal footing as a stranger, so injured. The measure securing payment for all members of parliament, was also somewhat advanced during the session. This is, to organized labor in that country, one of the most important of all the reforms proposed, as, under the present system, the workmen are compelled to pay their members or go without representation.

This summary includes most of the measures reported upon that will be found of interest in this country. From them it will be seen that the English workingman is far behind his American brother in many particulars, and ahead in a few. Naturally, the class and property qualifications for subordinate official positions, against which they have been fighting so long, have but little significance in this country. The same may be said of payment for the members of parliament, and many of our states now have statutes regulating the liability of an employer for an employé's negligence. The measures looking to a limitation of the hours of labor, will, however, be found of special interest by our railroad men, and something of a similar nature could be adopted here with profit. There can be no question but, in many instances, the men are greatly imposed upon in this way, despite the partial regulations made by schedules, over-time payments, etc. The traveling public are as much interested in this matter as the men, since many of the disasters of each year are directly traceable to over-work forced upon employés, and should give all their influence toward bringing about the establishment of better hours.

On the whole, the report of this Trades Union Congress shows that the workmen of England are doing a splendid work for the betterment of their condition, and their efforts will be given the ready sympathy of every brother workman in America.

#### LABOR'S LATEST CONTEST.

On the evening of Nov. 18, last, the 1,800 men who make up the federated portion of the Lehigh Valley's employés, left the service of that corporation in a body. There was no display, no blare of trumpets, no thought of trespass upon the rights of others, simply the quiet and concerted action of resolute men who were determined to give up everything rather than suffer their own rights to be trampled upon. There were many elements entering into the contest, but chief among them was the right to be represented by a committee of their own membership and choice in the presentation of any complaint or matter of general interest. Unless such committees would be received by their official superiors the men realized that there could be no hope for the redress of wrongs, and, when the company gave forth its ultimatum by refusing to concede to any employé the right to represent another, they realized that they must fight or consent to be forced back into

a condition but little better than wage slavery. But one of these alternatives could be taken and preserve any portion of their self respect, and, strong in the justice of their cause, the strike was declared. The question involved is one of vital interest to organized labor, and consequently to every citizen of this great nation. To all who would make up their judgment upon the action taken, from the facts rather than from the prejudged reports given by a great majority of our daily papers, a careful reading of the following brief history, every point of which is substantiated by documentary evidence, is recommended:

During the months of June and July last, the employés of the Philadelphia & Reading, embracing the Lehigh Valley system, authorized a committee to present certain grievances to the general officers and ask for their adjustment. Mr. Voorhees refused to meet the men as representatives of these various organizations. In a letter

under date of June 7, 1893, he said: "I regret to say that I do not feel at liberty to meet with your committee as representatives of the B. L. E., B. L. F., O. R. C., B. R. T., and O. R. T. in any matters as between the employes of this company and the management. If you come as a committee from our employes and present any schedule or paper in reference to any matter concerning which our employes are interested, so far as regards the Lehigh Valley lines, I shall be pleased to see you in person."

It will be well to bear this letter in mind, as it has an important bearing upon the excuses brought forward by these same officials for their subsequent action. At the time in question, however, the committee, after counsel with their Grand Officers, consented to waive the matter of organization and treat simply as representatives of their fellow employes. Mr. Voorhees then said he did not feel at liberty to treat with the Philadelphia & Reading men, but they might go to Gen. Supt. Sweigard, while he, Voorhees, would hear the representatives of the Lehigh Valley. This division was made in accord with his suggestions, and the issues were so considered. After some negotiations and ample time for consideration, an agreement was reached which Mr. Voorhees promised to post on the various bulletin boards of the system, and which was to be considered binding, though not signed by both parties, out of deference to the established policy of the company. For the most part the provisions of this agreement were general in their nature, though some slight adjustment was made in the payment on runs and mine engines, which would cost the company little or nothing. While not perfectly satisfactory in itself, the assurance that Mr. Voorhees would, at any time, hear and consider complaints, induced its ready acceptance. According to the understanding arrived at, what purported to be the agreement was posted some ten days after, but it was far from being the original document, as several important provisions were omitted.

These omissions were noticed at the time, and promptly taken up by letter with Mr. Voorhees, but nothing came of the correspondence beyond showing that the agreement was recognized by the Lehigh Valley people after the abrogation of their lease. Not content with entirely disregarding these important provisions, the management of the road have since lost no opportunity to render nugatory those provisions they saw fit to post. The trouble was brought to a head, however, when two members of the B. of L. F. and one of the O. R. T. were discharged. These gentlemen attempted to gain a hearing, but failed in every

instance. The general chairmen of the various organizations in the federation, viz.: B. of L. E., B. of L. F., O. R. C., B. of R. T., and O. R. T., were called upon, and they sought an audience with Gen. Supt. R. H. Wilbur at Bethlehem, but he refused to meet *any committee*. It must be remembered that these men did not, at any time, seek to meet him as a committee of the organizations, but simply as representatives of employes. After this refusal the several general chairmen called in their entire committees, and again sought a meeting with Mr. Wilbur, only to be met with a peremptory refusal to treat with *any committee*. Appeal was at once taken to General Manager Voorhees, who promptly reaffirmed all that had been said by Mr. Wilbur, saying his, Wilbur's, decision must be regarded as final.

From this it will be seen that the men sought, with a patience and forbearance far beyond that usually shown under such oppression, to secure barely justice from those over them. Relying upon Mr. Voorhees' letter of June 7, before mentioned, in which he said: "If you come as a committee from our employes and present any schedule or paper in reference to any matter concerning which our employes are interested, so far as regards the Lehigh Valley lines, I shall be pleased to see you in person," they undertook as a committee of employes, and not as a committee of the organizations, to have their wrongs righted. It was not until they had been repeatedly refused audience as representatives of their brother employes, not until Mr. Voorhees had said: "The company declines to receive any committee because it cannot know that such committee fairly represents its employes," that the question of organizations was raised. When it became apparent that the men were to be denied the right of being represented by a committee of their own choice and from their own numbers, it was patent that a conspiracy was on foot to rob the men of their dearest rights and force them into a condition of servitude such as no self-respecting American could endure. Then it was the grand officers of the various orders interested were called in and they exerted every conservative effort in their power to secure an audience for the men. Preparations were then made to open up a gallant fight for a principle that must be dearer to every friend of organized labor than life itself.

A. B. Youngson, A. G. C. E., B. of L. E.; J. J. Hannahan, V. G. M., B. of L. F.; C. H. Wilkins, A. G. C. C., O. R. C.; P. H. Morrissey, 1st. V. G. M., B. of R. T., and A. D. Thurston, D. G. C. T., O. R. T., responded to the call, and on Saturday, Nov. 4th, the entire case was laid before

them. There was no division of opinion among them, but they determined to take up the fight along the line of the principle involved, and not the special cases under consideration. If they could compel the company to live up to the articles of the agreement which was to have gone into effect on Aug. 1, last, then would there be no difficulty in securing a hearing for a committee, and the men who had been wronged could speedily be righted. In order to leave nothing untried that might lead to an adjustment of the difficulties, the chairmen of the various organization committees called upon Mr. Voorhees at his office on Monday, Nov. 6. That gentleman refused to meet them as a committee of employes, but said he would meet any individual employé who had a grievance, but would not concede the right of one employé to represent another. A note, couched in the most respectful terms and signed by the five grand officers named, was then addressed to Mr. Voorhees. After briefly outlining the situation this note closed as follows: "With a view to adjust whatever differences that may exist amicably and continue harmonious relations as between the Lehigh Valley Railroad Co. and its employes before named, we would respectfully request a conference with you, in conjunction with the committee, to discuss the apparent differences."

In reply to this Mr. Voorhees positively declined to receive them, or treat with them, saying, "The officers of the company feel amply competent to meet all differences that may arise between the company and its employes." He further stated, "If any of our employes has a grievance, or desires to meet with our superintendents, he can always do so, accompanied with a friend or two, if he so desires. The company declines to receive any committee, because it cannot know that such committee fairly represents its employes."

This was substantially the same answer given the chairmen on the day before, and left nothing to be done but submit the matter back to the men. This was done, and out of 1,800 members on the system 1,715 voted to strike. Even with this authority back of them the grand officers were still anxious to secure, if possible, a friendly solution of the difficulty, and on Nov. 14 addressed a note to President Wilbur, again reviewing the situation and asking for an audience in order that all differences might be adjusted. This was replied to under date of Nov. 17, as follows: "The interviews referred to as having been had during June and July last, were with officers of the Philadelphia & Reading Railroad Co., which at that time was the lessee of our

road. The policy of the management of the Lehigh Valley Railroad Co. has always been to deal directly and only with its employes. I am familiar with the replies made by the general superintendent and acting general manager to applications for interview; they meet my approval and are hereby affirmed."

Still not content with this a sub-committee called on Mr. Voorhees Saturday morning, Nov. 18, and undertook to induce him to receive the committee. He replied that he could not, but would see President Wilbur during the day and again bring the matter before him. Upon his return he reported that the president still adhered to his former stand, and accordingly at 10 o'clock that night the men retired from service in a body.

The course taken by the officials of this corporation from the inception of this struggle has been marked by evasion and bad faith not in keeping with their high positions and manifold protestations to the public. This was shown when the agreement was posted with many of its important features omitted. It was further shown by a systematic violation, not only of the rules not posted, but of every rule included. When secret war was commenced and the men who had been active in securing this agreement were discharged upon the most frivolous pretexts, all their efforts to secure a hearing met with failure. Mr. Voorhees, in direct violation of the pledge given in his letter of June 7, and of the agreement, refused to hear a committee in their behalf, and when referred to these pledges, replied they were not worth the paper they were written on, as they had been made before the expiration of the Reading lease. Here again he was condemned by his own letter, written under date of Aug. 28, giving the men to understand that the old agreement would hold under the new management. After such an experience the public will probably pardon employes of the Lehigh Valley if they believe that no agreement from the company is worth the paper on which it was written. In order to secure the sympathy and moral support of the public these officials have claimed the foundation of the strike to be a refusal on their part to recognize the organizations. Their own written statements show that the organizations were not called in until their own employes, as such, had exhausted every possible means to secure, not a redress of undoubted wrongs, but simply a hearing. Still later, President Wilbur, in his eagerness to secure that public sympathy he would rather steal than win on merit, has stated his willingness to meet with any particular class of his employes, but could not allow the engineers to represent the

brakemen, or the conductors, the engineers, and so on. His own letters written to the men before the strike give the lie to this statement, and he knew when he was writing it for the press that an authoritative presentation of such a pledge to the men would bring the strike to a close within two hours. As usual in all such cases the great majority of the daily papers have been prompt in supporting the corporation without caring to know the merits of the controversy. Even their ingenuity has failed to make a case worthy of public confidence, and the few independent ones among their number have not hesitated to support the men. The others that are so strongly linked to corporation interests as to be incapable of honest action have been driven by the poverty of their cause into lying reports of outrage by the strikers and hypocritical tears over the distress their action will cause.

The men, on the other hand, have every reason to feel an honest pride in the course they have pursued. For months they sought by every pacific means in their power to secure that simple justice supposed to be the birthright of every American. In the face of broken pledges and cowardly evasion which would disgrace any man who was not supported by high official position, they have sought with unwearied patience to secure their rights, hoping against hope for a peaceful solution of their difficulties. It was not until every expedient had been exhausted and it was fully evident that a conspiracy was in progress to oppress them that they made the declaration, "We want the right to be represented by a committee of our choice or we want to leave the service of this company," and took their stand by it. Their conduct since the strike has been in full keeping with the course pursued before, calling from President Wilbur the unsolicited admission, "No violence has been attempted by any of the strikers." Saying nothing of the long list of abuses which have been heaped upon them by the Lehigh management in the shape of poor pay, hard work, excessive over-time work not paid for; besides the withholding of that kind and considerate treatment accorded all their neighbors, they stood for the principle of representation and, strong in the justice of their cause and the integrity of their motives, presented their case without fear for the judgment of an intelligent and wrong-bating public.

The wisdom of this course is seen in the splendid victory which resulted after a contest of only 18 days duration. About the first of this present month the New York and New Jersey Boards of Mediation and Arbitration undertook to bring about an understanding between the two parties.

The men felt that they had nothing to fear from just arbitration and readily welcomed these gentlemen, but the officials were more backward in accepting their mediation. Finally, however, a conference was secured and on the 6th inst. the following correspondence, forming the basis of an agreement between the road and its men, was made public:

SOUTH BETHLEHEM, Pa., Dec. 5, '93.  
E. P. WILBUR, Esq., President of the Lehigh Valley Railroad:

Dear Sir: The State Boards of Arbitration of New York and New Jersey desire to know whether, if the existing strike is declared off, the Lehigh Valley Railroad Company will agree to take back as many of their old employes as they have places for without any prejudice on account of the fact that they struck or that they are members of any labor organization; that in re-employing men formerly in its service the available time shall be so divided among the men so re-employed that they may feel they are again in the service of the company and self-supporting; that in making promotions hereafter the company will make no distinction as between men now in its employ and those so re-employed on account of seniority in service or otherwise; that when in the employ of the road, committees from the various classes of employes from the branch of service in which the aggrieved party is employed will be received and their grievances considered and justly treated; and that in employing men in the future the company will give the preference to former employes when the strike is declared off. We further think that, to prevent misapprehension, the Lehigh Valley Railroad Company should confirm the rules posted by Mr. Voorhees August 7 last as first Vice President of the Philadelphia & Reading Railroad Company. We believe that these suggestions are reasonable and, if they are accepted by your company, the present strike will be at once terminated.

Respectfully yours,

GILBERT ROBERTSON, JR.

Of the New York State Board of Mediation and Arbitration.

J. P. McDONNELL,

Chairman of State Board of Mediation and Arbitration of New Jersey.

SOUTH BETHLEHEM, Pa., Dec. 5, '93.  
MESSRS. GILBERT ROBERTSON, JR., of New York State Board of Mediation and Arbitration, and J. P. McDONNELL, Chairman of State Board of Mediation and Arbitration of New Jersey:

Gentlemen: I beg to acknowledge your communication of this date. The Lehigh Valley Railroad Company agrees to the suggestions contained therein, and in the event of the present strike being declared off will abide by them. We recognize and willingly respond to your modification of our former understanding that the available time may be divided so that the men re-employed may have some certain source of support. We further, of course, confirm the rules posted by Mr. Voorhees on August 7 last. The Lehigh Valley Railroad Company resumed possession of

its lines on August 8, and the rules in question have not been rescinded. I am,

Very truly yours,

E. P. WILBUR, President.

Those who have followed the course of this struggle from its inception and have read the correspondence which passed between the Lehigh officials and its employes, and has since been made public, will at once notice how flatly President Wilbur was obliged to desert his old stand, not only upon the question of receiving committees of his men, but upon that of the rules posted by Mr. Voorhees August 7 last. The defeated president makes an easy and graceful retreat, to be sure, but that does not in the least detract from the completeness of his discomfiture.

The ratification of this agreement ended the strike and in a manner that must be highly satisfactory to all true friends of organized labor. In it the principle of representation for which the men had been contending is formally accepted by President Wilbur and his word pledged to the reception of committees from his various classes of employes in the future. This of itself makes of the outcome a decided victory for the men to which the other favorable conditions add emphasis. Thus closes a contest in which the members of the federations on the Lehigh Valley have won proud honors. They took their stand for principle in the face of the most discouraging conditions, their fight was open, manly and dignified throughout, and there are now no dregs in their cup of success. All honorable men who have taken the pains to investigate the case gave them their sympathy from the start, their respect for the honorable fight made and will rejoice with them in the victory won. Organized labor the country over owes a debt of gratitude to the men of the Lehigh Valley for this struggle in behalf of the common cause and it will not be slow in meeting the obligation.

#### EDITORIAL OPINION OF THE STRIKE.

It is too late for corporations to decline to recognize labor organizations. Capital organizes and the community must deal with its officers and committees. The Lehigh Valley road itself participated in the Reading combine, and the output of its coal fields has for years been regulated and limited by the pool or association of anthracite coal owners. The public and the company's own employes have had to deal with this gigantic union of capitalists. A member of a corporation combine is estopped from denying recognition to a labor union."—*New York World*.

The weight of the evidence is in favor of the employes, who appear from the facts submitted, and virtually admitted, to have material grievances to complain of. As labor has an indisputable right to organize, the identical right which

employers themselves claim and exercise, it is not clear why the company should so strenuously insist upon its similar right to refuse to recognize the labor organizations of the men in its employ. Why the company should be unwilling to confer with committees of their employes as representatives of associations, and be willing to confer with them as individuals, for the redress of alleged grievances, is not made manifest by anything the company has said upon the subject. If, as President Wilbur states, the company does not know that the officers of the organizations represent the men, how do the men know that the officers of the company represent it? The company has, of course, the right to say to whom it will or will not give employment, but as it does give employment to organized labor, and so recognizes its organization, it is not plain why there is a refusal by the company to recognize it by meeting its representatives. \* \* \* \* Workingmen have a right to organize, and they should organize for their own protection against the possible injustice of capital. They are entitled to receive a fair wage and just treatment, and it has been proved over and over again that through well regulated labor organizations wages have been not only maintained, but increased, and fair treatment assured. In England, it is stated by impartial authority, that wages have been increased during the last 25 years, 30 per cent. by the efforts of the trades unions there. This single fact, irrespective of the principle involved, more than justifies the organization of labor.

There does not appear to be in the differences separating the Lehigh Company and its employes anything which sagacious, fair minded men could not speedily reconcile and amicably determine with credit to both parties. A satisfactory conference should have preceded the strike, and had it done so, assuming that neither of the contestants wanted anything that was not just and reasonable, there would have been no strike. The conference which did not take place before, should take place now, as early as possible, and through it a proper settlement of the dispute be reached.—*Philadelphia Ledger*.

Apparently the strikers on the Lehigh Valley Road had as good cause for striking as is often offered. They complain that their employers have not only treated them unjustly, but have broken faith with them, and that their efforts to obtain a peaceable redress of their grievances have been in vain, so that there was really nothing left for them but to quit an employment in which they could not obtain justice. The instances they adduce in the support of this charge, give it much plausibility, and those who have investigated the case with the greatest appearance of impartiality, seem to be of the opinion that the complaints of the strikers are well founded.

It seems likely that the trouble has arisen by reason of the failure of the authorities of the road to ratify and enforce an agreement made by the superintendent, whose good faith does not seem to be called in question, and whose authority to enter into agreements with the men certainly cannot be called in question in any railroad which means to maintain discipline. The text of this agreement, which took effect on the 1st of last August, has been published. It does not require

any technical knowledge of railroading to understand most of its provisions, nor to see that they are conceived in an admirable spirit, a spirit which, if it prevailed generally, would greatly diminish the frequency of "labor trouble" on railroads. The men maintain that the spirit and the letter of this agreement have been broken by their employers, though they do not impute any of the blame for this to the Superintendent.

No authoritative denial of this charge has been made, and much less any authoritative refutation. The officers of the road refused, as of course they had the right to do, to confer with a committee of trades unions, but this point was waived by the men, who applied to be heard merely as a committee representing aggrieved persons in the employ of the company; but this application also was refused. It is plain that a corporation has a great advantage over the men in its employ if it can deal with them individually, but it is also plain that a great corporation cannot deal satisfactorily with the men in its employ as individuals when the whole body is aggrieved, and a refusal to hear a committee is, in such a case, a virtual refusal to consider the grievances.

Upon the merits of the case, then, it seems that the sympathy of the public should go to the strikers.—*New York Times*.

The president of the Lehigh Valley, if we mistake not, is at this very moment a member of a half a dozen or more combinations to which he is in honor, if not in oath, bound, for not one of which he can speak authoritatively, yet he can have his individual say through committees who alone are authorized to speak for the organization or the syndicate of organizations. \* \* \* \* \* The combination of labor is assuredly as commendable as the combination of corporations, and labor combinations are entitled to the same rights as those who combine not only against their employes, but against every individual business man who travels or moves a pound of freight by rail. The Lehigh men have a right to a hearing, and Mr. Wilbur, as president of the Lehigh Valley Railroad Company, is guilty of a grave wrong against the community in not according that hearing to them.—*Pottsville, Pa., Republican*.

To say that the employes of a railroad company shall not have the privilege of committee representation is to say that they shall not have the benefits of mutual co-operation. It is to render their organization ineffective and to reduce them

to the position of helpless units, wholly dependent for equitable treatment on the good will of the employing company. Such, then, so far as the facts have been made known, is the origin of the pending struggle. The men are fighting for the privilege of committee representation and the company is fighting to maintain and confirm its position that the committees of employes will not be heard. It is true that in President Wilbur's bulletin of the 21st instant there is an apparent attempt to modify in some measure the hard and fast decision rendered by Superintendent Wilbur on October 24, but the fact remains that up to the last the Grievance Committee of the employes was refused a hearing, and that this refusal was the cause and remains the occasion of the strike. It is not surprising, in view of this circumstance, that the sympathy of the public is with the strikers. They are in the right and the company is in the wrong, and the sooner President Wilbur rectifies the error that has been made the better it will be for the interests of the company as well as for all concerned.—*Philadelphia North American*.

There are certain facts in the case which should induce the company to consider favorably the policy of arbitration. If the company's employes are suffering serious losses, so is it and so is its customers. The employes declare that they had certain grievances which they respectfully asked the company's officials to hear and consider through duly chosen committees, and that the latter refused to receive "any committee of its employes" authorized by their associates to present their grievances. That the company's officers did so refuse is confirmed by the written official evidence. Had they not done so, the employes declare, the strike would not have occurred. It should be taken into account by the company that its employes have, in notable degree, abstained from disorder, and have neither used force to prevent it getting others to take their places nor illegally interfered with the new employes to prevent them operating the road.—*Philadelphia Ledger*.

The grievances of the men are not as imaginary as the general public is led to believe, and the justice in their demands receive more approval the more you become acquainted with the circumstances that occasion them.—*Pottsville (Pa.) Herald*.

With the present number THE CONDUCTOR closes its tenth volume, and is prepared to take up another year's earnest effort for the common cause of organized labor. It has been the chief aim of this journal in the past to advance the interests of The Order of Railway Conductors, but no opportunity for saying a good word for any of the other classes engaged in the same great work, has been allowed to pass unimproved. Beyond question, mistakes have been made, as it is the common lot of mortals to err, but it may be said that they were of the head, and not of the heart, and were made in what was a sincere and conscientious effort in the direction of the greatest and

most lasting growth. The number of warm friends won from the ranks of all classes of labor, friends who have borne with every short coming and who stand as firm in the faith to-day as when first enlisted, evidences the fact that these years of ceaseless effort have not been entirely in vain. With the opening of the new year will come a much wider field for endeavor, and with it those greatly increased responsibilities that always follow added opportunity. The present management are now putting forth every effort to enable them to meet in full every requirement, and will spare no pains in making THE CONDUCTOR for 1894 the pride of every conductor in the land, and a credit

to Organized Labor everywhere. To succeed in this undertaking it will be necessary to maintain the affection of all old-time friends and secure a continuation of that practical good will to which is due so much of the success achieved in the past. The many pledges constantly coming in from these valued allies, and the increasing number of new ones who are volunteering service, cannot be other than encouraging, and give warrant for much of gratification in the fruits of the future. In the face of such encouragement the managers can but again pledge themselves to renewed exertion to the end that the highest expectations of the warmest friends may not be disappointed. It is with pride in the past and with no fears for the future, save such as must always attend upon the results of human endeavor, that THE CONDUCTOR closes its first ten years of active life by extending to all its readers the warmest of the season's greetings, wishing for them a "merry Christmas and a happy and prosperous new year."

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Friends of organized labor the world over will view with regret the action taken by the Knights of Labor during their recent meeting in Philadelphia. The downfall of Mr. Powderly will, of itself, bring no tears, able as has been his leadership and brilliant his efforts in behalf of the common cause. In spite of his undoubted talents as

an organizer and leader of men, he has long been the source of strife and division in the ranks he should have held together, and under his direction the order has dwindled from a membership of more than a million to a poor forty thousand in good standing. The repeated efforts to depose him have resulted in numberless scandals, all of which have had an influence for evil, not only upon his own particular following, but upon organized labor in general. No man is essential to the success of any great movement, no matter what his talents, and it has probably been Mr. Powderly's worst offense that his egotism would not allow him to see the personal application of this great truth, and his love for labor was not strong enough to lead him to resign, in order that the cause might grow. His successor, J. R. Sovereign, commissioner of labor statistics for this state, is as yet practically untried. He certainly has never given indication of being anything near the equal of Mr. Powderly, either in intellect or executive ability. This, however, may prove to be in his favor, and, if he can use with advantage the lesson taught by the reward granted his predecessor's overpowering ambition and egotism, he may bring the Knights of Labor once more into the high way of progress. It is an opportunity which should satisfy the ambitions of the most lofty minded, and all will hope he may prove equal to it.

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#### COMMENT.

The petty and inconsequential manner in which many would-be reformers waste their energy is illustrated in a striking manner by the petition recently sent to Geo. M. Pullman, from the W. C. T. U., requesting him to build no more cars containing smoking compartments. If the good ladies composing this organization had taken a moment's reflection along the lines of common sense, they would have been able to perceive that there was about one chance in a hundred million for any such petition to receive a favorable hearing; and even if the really miraculous should happen, by Mr. Pullman giving heed to their petition, the effect in reducing the evils of the tobacco habit would be practically inappreciable. Following out this line of reform, the ladies should next petition the box manufacturers to make no more cigar boxes, the paper workers to quit making cigarette packages, the coopers to discontinue the evil practice of making beer and whisky barrels, the glass-blowers to stop making bottles which might be used as packages for ardent spir-

its; in a thousand and one different directions they might expend their reform energy on this line. The possibilities are, truly, almost illimitable.

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Turning from such fields as this, we might contemplate the picture in the iron district of Michigan and Wisconsin, as presented through the medium of the press dispatches, and we might very pertinently ask if the surplus energy which is annually wasted on these inconsequential reforms, would not be expended to better purpose in the laudible attempt to rectify the iniquitous conditions which there exist? From a press dispatch, dated Ironwood, Mich., Nov., 21, I quote, as follows: "It has been six months since the bowels of the Gogebic range were whacked by the picks of the men, who now stand round in the snow and biting winds and wondering whether it's to be beets or potatoes that the good wife is to cook at noon. The little children running about the bare floors cannot answer the question,

for the cold wind from the broken windows drives them into corners and makes them talk about the stockings they should be wearing, and the shoes that father cannot buy. It is no exaggeration to state that 1,000 children on the Gógebic range are to-day without food, clothing and shoes." There are 5,000 able-bodied men, with families dependent upon them, anxious and willing to work, but with this poor privilege denied them, and there are 20,000 persons, men, women, and children, with absolute starvation staring them in the face, in a bleak and dreary district the beginning of a cold winter. With such a condition as this—which, all things considered, seems almost incredible when mentioned in connection with the United States—existing in this glorious country, our statesmen quarrel among themselves over a question of policy concerning the Sandwich Islands, and one of our leading reform organizations, bearing the word "Christian" as one of its distinctive appellations, attempts the abolition of smoking compartments in Pullman coaches. What a glorious thing it would be if every person in this country should stop drinking whisky and smoking tobacco? And what another glorious thing it would be if every person able and willing to work should have the opportunity. Come to think of it, as this policy of starvation is carried out by many persons high in temperance and religious circles, maybe it is a part of the regular temperance programme. When men have become reduced to such a point that they have absolutely nothing to spend for either whisky or tobacco, then the business must die, and temperance reform becomes an accomplished fact.

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In the political field, also, this popular reform sentiment sometimes places persons afflicted with it into extremely ludicrous situations. There is an exclusive and mighty moral element resident in most of our large cities, who are periodically attacked with spasms of political purity, when they take it upon themselves to establish municipal rule after their own ideas of the eternal fitness of things. One of these spasms attacked the good citizens of Brooklyn, N. Y., during the recent political campaign, and caused them to oppose the election of a certain candidate because it was given out that he represented the saloon element, which was becoming altogether too powerful in politics. These truly good people worked like beavers to defeat their man, and when the ballots came to be counted they rejoiced at the reward of virtue in a glorious triumph. Meanwhile these good people had neglected the somewhat important matter of examining into the character of their own candidate; they worked for him and

elected him simply because he wasn't the other fellow, and when a committee of the reform element went to notify their candidate of his glorious and entirely unexpected victory, they had to endure the humiliation consequent upon finding him dispensing drinks to the public in his capacity as bar-tender in a third-class saloon. Their candidate at once resigned his position as bar-tender and proceeded to get himself gloriously full, as a measure preparatory to entering upon his legislative duties as representative of the exclusive classes of the City of Churches. While it is not always that these spasmodic reformers succeed in landing themselves so completely, "out of the frying pan into the fire" as this, it is generally the case that they succeed in expending lots of energy to little purpose.

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Whatever may be the merits of this Hawaiian business that is just now agitating the country, it furnishes some striking proof of the claim that has often been made that there are but few of our great newspapers which dare to maintain an independent attitude on public questions. It has been charged that the majority of our great dailies were mere political time servers whose opinions were cut and dried for them by the powers they represented, and that they were ready to champion any iniquity presented to them as a party measure, whether it represented the personal views of their managers or not. The development of this Hawaiian controversy has gone far to support that charge. When the annexation project was first announced there was a universal shout of approval, in which the great dailies representing the Cleveland element in politics took as enthusiastic a part any others; but when Cleveland came into power and manifested some disapproval to annexation by withdrawing the treaty from the senate, the Cleveland organs at once began to trim their sails for a change of course. As Cleveland's antagonism to annexation became more pronounced, the administration organs discovered and proclaimed the folly and wickedness of adding such distant territory to our national domain; and since Secretary Gresham's revelation has clearly defined the administration's attitude on the question, they have risen up with virtuous indignation and demanded that the United States perform "a great act of justice" by undoing the wrong committed against a feeble government and restoring Queen Lil to her monarchical rights; thus performing a complete somersault in their published views in order to keep themselves in harmony with the attitude of the administration which they have not the courage to resist. On the whole it is not hard to under-

stand the bitterness of the criticism which is frequently directed at our great daily newspapers.

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In commenting on the numerous railway accidents, directly traceable to the errors of employés, which have occurred of late, a correspondent of the *Railway Age*, very properly, calls attention to the fact that mistakes are by no means confined to those employed in the railway service. Persons in every walk of life, in every branch of business, constantly and repeatedly make mistakes more or less trivial in their nature; and, with this palpable evidence of human fallibility before our eyes, why should infallibility be demanded or expected of those engaged in the railway service? Where is there a printer who works throughout the week without putting a p where he ought to have put a q? Where is there an accountant who does not sometimes set down a 5 where he ought to put a 6? Where is the merchant, banker, broker, or person engaged in any business of life, who does not daily do something wrong, commit some blunder, or do something he ought never have thought of doing at all, and would not have done if he had taken the trouble to think of its consequences, or had been able to foresee them? And yet, railway men are expected to escape all this; they are expected to work year in and year out without committing any of those errors to which weak humanity is liable, for the most trivial mistake on their part may mean a tremendous sacrifice of human life. The accountant who sets down a wrong figure may run over his work a second time and easily correct his mistake, but the train dispatcher who sets down a wrong figure is deprived of the option of correcting his error at some future time. His mistake goes forth from him, fraught with all its terrible consequences to human life and happiness, absolutely beyond recall, and the consequences are his to suffer. This is a terrible responsibility to rest on the shoulders of any one man; and it is a sort of responsibility which is calculated to make men keen, alert, watchful, ever on their guard against the commission of error. Still it does not place them above that distinctively human attribute of fallibility, and the wonder is, not that dispatchers sometimes make mistakes, but that they make so few of them. Yet, with this liability to error constantly present, the dispatcher who may have escaped error for years is crucified as a criminally negligent person, by the general public, on his first exhibition of a trait so excessively human that none may hope to escape it. And so of the conductor, the engineer, the brakeman, the switchman, the employé in any branch of the train

service on railroads. The public cannot know the thousand and one details to which these men have to attend, the neglect of even the most apparently trivial of which may place scores of lives in jeopardy, and when it places men in the pillory for the commission of a seemingly colossal blunder, it is but inflicting punishment for the exhibition of a trait which none but Almighty God may be expected to be free from. The error which results in loss of life may, after the result is apparent, appear so idiotic that one might wonder how it could be committed by an intelligent being; but that same error may have been caused by inattention to one of the very least of the details which the brain of its author is expected to take cognizance of and never fail to execute. These are considerations which do not always sufficiently enter into public criticism of railway accidents. They are considerations which make it apparent that the public, if it would secure adequate protection from the mistakes of railway employés, must assume jurisdiction in certain directions which it has heretofore neglected. If employés are to protect the public, the public must return the compliment and guarantee certain protection to employés.

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In commenting on the Lehigh strike in its issue of November 24, the *Railway Age* says: "The Lehigh Valley railway strike inaugurated last Sunday is confessedly an attempt for the first time to test the strength of a federation of railway employés which has long been contemplated, but never before put into aggressive action. It is admitted that there is no disagreement in regard to wages, and the grievances upon which the strike is ostensibly based are in regard to minor details of an agreement harmoniously made between the company and its men some time ago. In regard to these unimportant details the representatives of the labor organizations requested action by the president and general manager of the road. These officials declined to treat with an intermediary authority between themselves and their men, and thereupon the strike was begun."

This statement with all its appearance of impartiality, is thoroughly disingenuous. It is calculated to impress the public mind with the belief that the federated orders have precipitated a vast strike upon the basis of a petty and wholly unimportant issue, merely for the purpose of testing their strength as against the corporation, and without any consideration of the rights of the public in the matter at all. The direct contrary of these implications are the facts in the matter. The issue upon which this strike was

precipitated involves the whole principle of the rights of employes on railways, as they have been recognized for years, and so far from the federated orders being responsible for the strike, they have made every possible effort to avoid it. On the part of the corporation the case was not that the officials "declined to treat with an intermediary authority between themselves and their men," but that *they declined to treat at all*. There was no question whatever of "intermediary authority" in connection with the affair at its inception; the men attempted to gain redress of grievances in their capacity as *employees of the Lehigh Valley Railway*, and it was only after they had utterly failed to obtain recognition in this capacity, and the officials had shown themselves utterly averse to any consideration of grievances whatever, that the question of "intermediary authority" appeared, and, even after the organizations appeared in the matter, the effort was, not to precipitate a strike or force arbitrary and unjust conditions upon the company, but to avoid a strike by every possible means. Whatever may be the outcome or consequences of this strike, the onus of such must rest with the officials of the company, and in order that the action of the federated orders may be clearly understood a careful reading of the brief official history of the strike, given in another portion of this issue, is earnestly recommended.

Throughout this matter the federated orders have acted with the greatest conservatism. There has never been any indication of a desire to force an issue with the railway company; but, on the contrary, every effort has been made to avoid an issue. There has been no time during the controversy leading up to this strike when the officers of the company could not have met a committee of employes, as such, wholly apart from the influence of any "intermediary authority," had they desired to do so. Indeed, that this argument of "intermediary authority" is an afterthought with the officials, is clearly shown by the fact that they had to repudiate a previously admitted principle in order to give it standing. Returning for a moment to the implication that the federated orders picked up a "minor" and "unimportant" point merely for the purpose of testing their strength with the corporation, let those to whom this suggestion occurs first give the persons having the matter in charge credit for sufficient intelligence to come in when it rains, and then consider whether or not it is likely that these persons would select for such a test a time like the present, when the country is full of idle men, and industrial conditions are all against the success of such a test. That the idea of putting

the strength of the federated orders to the test is at the bottom of this strike, there can be no doubt; but it is quite certain that the idea did not originate with the federated orders. And let us see about these "unimportant details," failure to secure a hearing on the question of adjustment of which led to the strike. Here is an article from the agreement posted by Mr. Voorhees last July, and which went into effect August 1st :

"No employe shall be suspended or discharged without a hearing and investigation, and he may have the privilege of calling in and have present any actual witness of the offense. Pending investigation, if the employe desires, he may also be represented by any disinterested employe of his choice. Being investigated and found blameless he shall be allowed full pay for time lost. Suspension shall be definite; time of suspension to be computed from time the party was originally taken off."

This article embodies a principle which has been conceded by the majority of railway corporations for years past. It is not conceded as a necessity wrung from corporations by labor organizations solely by virtue of the latter's strength (although labor organizations have been mainly instrumental in securing its recognition), but as a principle of inherent justice due to all employes to protect them against the machinations and petty spites of subordinate officials who, "dressed in a little brief authority," are inclined to carry things with a high hand and subordinate the best interests of the corporation to certain evil designs of their own. It is a principle the recognition of which is an absolute necessity to a just and proper management of large bodies of employes, and only those persons whose sense of justice is yet in a rudimentary stage of development would class it as an "unimportant" detail. When the Lehigh Valley railway officials began to discharge men who had been prominent in securing the adoption of the agreement and refuse their appeals to be heard in their own defense, it was time to protest; and when a protest which was sought to be presented strictly in accord with the terms of an agreement which the employes had with the company, was ignored, and the right of protest according to the agreement denied, it was time to strike, as being the only form of protest left in the possession of the men. To have tamely submitted to the company's arbitrary ruling, to have renounced their right of protest, was to open wide the door for the introduction of practices under which no employe would be safe. Clearly, if the right to insist upon the recognition of this principle is renounced, there is no protection left for the men. Employes who have been active in working for the rights of the men

would be singled out one at a time and quietly dropped. No admission by the company of the right of its employes to belong to labor organizations would be of any avail to the employes then. In fact, this principle which is classed as an "unimportant" detail involves the very life of the organizations of the employes on the Lehigh Valley Railway. As to the point raised that the agreement is not binding upon the Lehigh Valley railway, because made at a time when the road was under lease to the P. & R., it is not worth a moment's consideration. The agreement was made *with Lehigh Valley employes*, it being distinctly understood at the time that such was the case, and, further, the agreement was not posted until after the abrogation of the lease. If this point was of the slightest value the agreement would never have been posted. Those in charge of this matter recognize the fact that the present is a very unpropitious time to strike, and they are confident in the assertion that it was

solely because of this fact that the necessity of a strike was forced upon them. The indignities which have been put upon the members of labor organizations, in the trust-cursed territory in which the Lehigh Valley operates, in the past, are matters of history, and there can be no doubt that the Lehigh Valley management has selected the present as the most propitious time to deal a decisive blow to the federated orders. From the standpoint of present developments there can be discovered but one mistake made by the employes and that was made last July when they waived their rights as members of labor organizations in order to secure consideration of the agreement now in dispute. They should have insisted upon all their rights at that time; they should have forced an issue upon that very point. The issue was bound to come, and it is time to settle definitely the point whether or not the principle of organization is to have a place in the industrial economy of free America. "B."

The Pittsburgh Post is responsible for the following additions to "the romance of the rail." "A westbound freight train was running at full speed past the hamlet of Garfield, eight miles east of Alliance, and it was at that point that a most remarkable thing happened. The forward truck of one of the cars became detached, slid out from under the cars, jumped the eastbound main track and landed in a ditch. The trainmen were in ignorance that anything unusual had occurred and the train was not stopped. The car, with only one truck, kept its place on the rails and ran the entire distance to Alliance without by its movement suggesting there was anything wrong. In passing through Alliance the car was by accident noticed by a car inspector, and it was as a matter of course immediately taken out of the train. The forward end had been held up by the coupling. Track walkers were sent back and finally the lost truck was found in the ditch. The train crew were greatly astonished and could hardly believe their eyes.

The same evening an eastbound freight was descending the grade east of Massillon. The train broke in two, a not infrequent occurrence with heavy freights. The two pieces ran on to M. N. tower, where they were reunited. There the conductor inspected the train to note if any damage had been done. He thought it looked a little short and counted the cars. To his surprise he found one missing. A search was made and the car was found in the edge of a field quite a distance back. It had broken loose from one of the

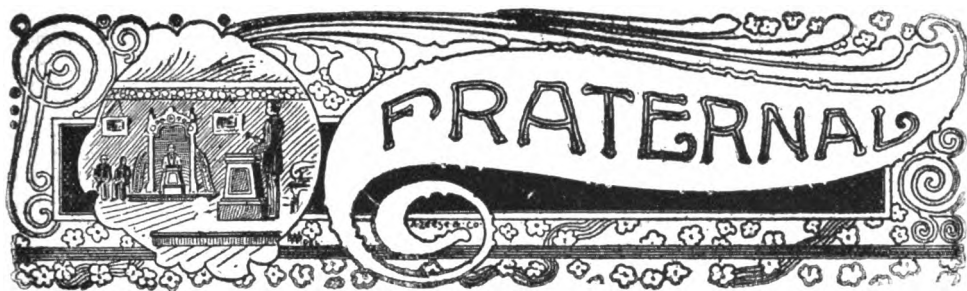
ends, jumped the tracks, and its impetus carried it into the field.

Old railroaders tell of similar accidents, but their stories have been to some extent discredited. They are now triumphantly vindicated."

#### Days Gone By.

Oh, the days gone by! Oh, the days gone by!  
The apple in the orchard and the pathway  
through the rye,  
The chirrup of the robin and the whistle of the  
quail,  
As he piped across the meadows sweet as any  
nightingale;  
When the bloom was on the clover, and the  
blue was in the sky,  
And my happy heart brimmed over, in the days  
gone by.  
In the days gone by, when my naked feet were  
tripped  
By the honeysuckle's tangles, where the water  
lilies dipped.  
And the ripple of the river lipped the moss along  
the brink,  
Where the placid-eyed and lazy-footed cattle  
came to drink,  
And the tilting snipe stood fearless of the truant's  
wayward cry  
And the splashing of the swimmer, in the days  
gone by.

Oh, the days gone by! Oh, the days gone by!  
The music of the laughing lip, the luster of the  
eye;  
The childish faith in fairies, and Aladdin's magic  
ring,  
The simple, soul-reposing, glad belief in every-  
thing,  
When life was like a story, holding neither sob  
nor sigh,  
In the olden, golden glory of the days gone by.  
—James Whitcomb Riley in *Republic*.



MINNEAPOLIS, Minn., Dec. 1, 1893.

*Editor Railway Conductor:*

When reading "The Boy Stood on the Burning Deck" in our boyhood days many, doubtless, wondered why he stood there and met death when a way of escape was open to him. In the light of maturer years, with experience to guide us, the solution is not so difficult.

Educated to respect and obey authority, implicitly, until his personal volition was dominated completely in time of ordinary surroundings, when extraordinary conditions encompassed him he was unequal to the effort of personally deciding how to act without the directing voice of familiar and acknowledged authority.

Soldiers, having within themselves power to achieve victory; have, undirected, suffered temporary defeat until the appearance of a leader in whom they had confidence, directing with authority, inspired them to accomplish with lessened numbers, under authority, what they failed to do with greater numbers undirected. Witness the battle of Winchester. The longer men serve under authority the more necessary authority seems to them before attempting anything. Therefore in times of emergency the man of long routine service who is equal to the demand, undirected, is more rare than we suppose, or will acknowledge. Such a man or men may justly be said to be "cumbered or burdened with serving."

Like Martha, the sister of Mary, men do not always "choose the better part."

The fact that a "choice" determines the matter would imply we need not necessarily be so "cumbered." Railway men are peculiarly situated in regard to this influence. They must start, continue and finish under authority.

The fact that a tried and capable man issues the orders may not imply that he issues the best orders relative to the matter involved. Men, present, may know better about the action necessary to be taken than one many miles away. Yet so strongly are they "cumbered with service" and habituated to looking for direction that the inferior way, "authorized," is adopted at a disadvantage

when an unauthorized improvised method would be more profitable and easier.

When new to service some energetic man may dare to suggest "a more excellent way," like Paul, but a few times suffices him. After he has "explained, explained and explained 'why he did not follow instructions' he subsides into a sullen acquiescence until the amount of service he performs is limited by the ability of the directing mind to gauge his capacity, and still he has enough to "trouble him about much serving" in obedience to orders from those in authority.

Because men are so "troubled" it is not necessary for them to trouble others when off duty; but when railway men off duty can talk only of "runs," "doubles," "lay outs," "breaking in two," "waiting for fog," etc., they are very much "cumbered." Should one of us hear a doctor, lawyer, or merchant thus tell of his difficulties, in mixed society, the verdict at once would be "stuck on himself." Just reverse the matter and imagine in a mixed gathering how the "service" talk of railway men sounds.

"You can can always tell a railway man," is a proverb. Like all proverbs it sounds better than it suits, or is unsuited to the railway man of to-day. When spring bottom pants and large check suits with a vest that reached near the top of his extremities were the rule, he carried a sign patent to all. Why can a railway man to-day "be told" any more than a blacksmith, carpenter or bricklayer without some sign? He cannot without he is so "cumbered" and "troubled with serving," tells on himself. If not by his dress, his walk will not tell, like a sailor, and he is not lettered and numbered like a policeman, therefore he must "give himself away" through conversation; "cumbered with service" talk, thoughtlessly, perhaps, yet, too frequently, intentional. If he tells some one "he was reprimanded," he got "jacked up." If some one was discharged, he "got it in the neck." If called into the office, "He was up on the carpet." What wonder listeners to such talk remark, "You can always tell a railway man!"

Why should a railway man carry home information of all the wrecks and accidents occurring on the road? It only increases anxiety, on his account, with no good purpose served. He will not "carry" unless so heavily "cumbered with serving" he can think and talk of nothing else. Why is it the minister, the grocer or doctor, meeting a railway man, turns the conversation on, "Are you just in? just going out? making good time? got a good run?" etc. They do not ask a mechanic if "Just coming from or going to work? or how much he is making?" In deference to the railway man's well known inclination to "service" talk he is approached from the side these men think him most accessible. Even barbers estimate his conversational ability by the gauge he has made for his own measurement, finding a sure response to their chatter when asking about "your road."

One can understand how a life of danger and escapes may furnish a bond of sympathy between men engaged in dangerous callings, yet the most disastrous shipwreck told of by surviving sailors, and deadly engagements related by spared soldiers will, in time, lose their interest for all but the participants.

Apply the same criticism to the experiences of railway men. Tell them in the division rooms. Relate them to each other if any good will be accomplished as a warning to a fellow employé. Write them to the proper officer when necessary, but *don't* be so "cumbered with service" and "troubled" about them they must be promiscuously prominent in public until friends patiently listen and patronizingly remark, "I can always tell a railway man," taking to themselves much credit for a discovery forced upon them. How may we be dis-en or unincumbered?

Let progress, like students, whether of scientific or political knowledge, be their aim. Church and state, class and individual never advance while living in the past. Retrospection, unless to avoid errors, is worse than useless. If we never produce anything except chaff for public consumption, because we thresh over the same straw so often, one must not be surprised to find so much dust thrown in our eyes from the same public. Railway men are capable but cumbered. If men with a capacity for grasping progressive knowledge are content to repeat "A B C" always, who shall blame officers and the public if they always talk primer to us?

Cease doing things mechanically and in a routine manner, because some one else who orders is responsible.

Don't be so ready to say when matters don't just suit, "There are more roads than this,"

thinking your experience will secure you another place readily.

Experience is good and desirable, but one may have too much experience for his own benefit. A trainmaster needing an experienced conductor asked an applicant how much experience he claimed, whereupon he began to enumerate. He had run on the C., B. & Q., N. Y. C., C. & N. W., H. & St. Joe, N. Y., L. E. & W., U. P., N. P. and— "Held on! hold on!" said the trainmaster, "you are too experienced for me. I cannot use you. You know too much for this line, or did not know enough for the lines you name." A clear case of "cumbered with serving." Avoid the ruts. If necessary cross them instead of moving in them. It may be harder making progress running across instead of in them, but the shaking up will do you good and help to obliterate the rut so some younger man will not so easily drop therein. *Get out of the rut!* When we find ourselves "rut bound" be "troubled" more about that than the amount of service required to leave it. Above all things do not succumb to routine until "cumbered with serving."

S. E. F.

DENISON, Tex., Nov. 27, 1893.

*Editor Railway Conductor:*

It may be that this letter is a little late, but, if so, want of opportunity must be my excuse. Business has been so brisk on the M. K. & T. of late that time, not absolutely needed for sleep, has been at a premium with us all, and letter writing has been practically out of the question. It will not do to fail entirely, however, as the Brothers of Denison 53, and the Sisters of the Auxiliary as well, are beginning to look for something in every number. Speaking of the sisters of the L. A. to O. R. C., I wish to tell every brother division that has neglected to form an auxiliary that they are losing more than half the joys of life, and are failing to profit by one of the best portions of our noble order. I must tell you all about a delightful surprise sprung upon our division a few weeks ago. Just as we were about to close the session in due form there came a knock on our outer door. The brother who went to answer the knock was almost stricken dumb with astonishment by finding the outer room full to overflowing with charming ladies. When he had partially recovered they made him understand they were there to invite us to a "lap banquet" then awaiting our attention in a room near at hand. When he had conveyed the message thus given him we were as thoroughly surprised as he could possibly have been, but, you may be sure, lost no time in sending out a ready

acceptance of the invitation. To say that we were splendidly entertained would be to tell but half the truth, and I must leave the rest to the imaginations of the brethren. The ladies to whom we are indebted for this feast with its accompanying social pleasures were Mesdames Williams, Gudgeon, Bledsoe, Cassens, Stone, Jones, Oldham, Watson, Littlefield, Strait, Tygard, Kollert, and Arthur; and while we may be in their debt now, it won't be long until that debt has been repaid with interest. Boys, we cannot get along without the L. A. We might as well try to get along without our wives and mothers. God bless our noble women; they have ever been first in every good work and purpose of life.

Our division is by no means dead, but on account of the rush of railroad business the attendance is rather slim just now. An entertainment was recently given which resulted in making our treasury fat enough to answer all present demands. For this success much credit is due our worthy secretary, Brother Kollert, who has proven himself emphatically the right man in the right place. I did not learn the names of the two young ladies who won the prizes for selling the tickets, but understand that the prizes consisted of an elegant gold watch and an equally desirable parasol.

Yours in P. F., S. P.

WILKESBARRE, Pa., Nov. 27, 1893.

*Editor Railway Conductor:*

As this will be the last issue of THE CONDUCTOR for the present year, I feel that it should not go out without some message to the boys from Division 160. We have been very busy of late making arrangements for our regular annual ball, the ninth of the series, which was given on the evening of Monday, Nov. 20. There was a large gathering in response to our invitations—no doubt the Lehigh Valley strike had its influence on the attendance—and fully seventy-five couples took part in the grand march. W. J. Conway and wife conducted this march, and under their skillful guidance it was made one of the features of the evening. Mr. Conway, by the way, was at one time an engineer on the L. V. After several hours of dancing a delicious supper was served by the members of Springer Division No. 20, L. A. to O. R. C., and right here I wish to extend the thanks of Division 160 to the ladies for their assistance, and to other parties for favors shown us. Bro. J. R. Bennett proved himself a host in the entertainment of friends, as did Bros. John and Bernard Law. Among the guests of the evening were Bro. J. H. Rice and wife, Bros. Chas. McCassin, Chas. Varney, Wm. Mills, of B. of L. E., Bros. Jas. Manley, M. Manley, Abe

Reilly, Elmer Butts, and many others of B. of L. F., B. of R. R. T., and O. R. T. It was the unanimous verdict of all present that the ball was a success in every particular, and the members may very well feel satisfied with this portion of their year's labor.

Just now I am as much taken up with our trouble on the Lehigh Valley as I was with the ball, and perhaps a word from one who is on the ground may not be unwelcome to the Brethren. This is the eighth day of the strike, and I can assure you that the Brothers of all the orders are as firm to day as they were when the strike was first ordered. At this point on the Lehigh Valley there are about 120 engineers, about the same number of conductors and firemen, 300 brakemen and fifteen operators, and a firmer lot of men were never banded together. We hold meetings twice each day. The men are all sober and quiet and do not go near the railroads, but go to headquarters to hear the news as sent from various points along the line from Buffalo to Jersey City. The committee have headquarters in St. All's hall, where the Postal Telegraph Company have put in a line for our use, we furnishing the operator. Bro. Wilkins was with us one day last week and enlightened the men as to the situation, telling them to stand firm and success would crown their efforts. He then went to Pittston, Sayre and Buffalo, returning to-day to remain until the end, unless called away by Bro. Clark, who is holding the fort at Philadelphia, the headquarters of the grand officers. We have also been favored with addressess from Bro. Youngson, B. of L. E.; Bro. Wilkinson, B. of R. T.; and Bro. Wilson, B. of L. F. I close this communication hoping that, by the time you hear from me again, we will have won our battle, which we are making the battle of our lives.

Yours in P. F.,

JAS. FINLEY,  
C. C. and Cor. Div. 160.

SEYMOUR, Ind., Nov. 20, 1893.

*Editor Railway Conductor:*

Again the sad duty falls to us of telling you of the death of two more of our brothers, J. R. Stanton, and Chas. E. Neff, making seven of our own Division, and eight of noble old 43 of the B. R. C., our first love. Sweet memories will always dwell in our minds of the time when Stevens, Swift, Farrell, Lyhane, Price, Cunningham, Stanton and Neff were with us, and when in the full vigor of life, and with ambitions for the future welfare of each and all, we used to gather on the second and fourth Sundays of each month

in our old hall, and have the best meetings in town, excepting no other fraternity.

Happy old times—not so long ago, but never to return. Looking backward, we can again live over the old life, and almost wish we were back again, and those true men again with us. Our charter for nearly two years has only at brief intervals been without a badge of mourning for one of the brothers, and as each death makes us one less, we see the importance of, and the brotherly duty of coming closer together. Soon the faces will all be new, the old ones will have gone, and will be spoken of by friends as we now speak of our departed brothers. Three of our number, Price, Cunningham and Neff, have met death in violent form, and we daily see the need of being ready to go at a moment's notice. The lack of this is the greatest neglect of a railroad man. Trained as they are to habits of regularity, and discipline, the most important duty of their lives, that of preparing for death, is many, many times delayed too long.

On the 28th of October, at the residence of Bro. Thos. McMackin, Price's Hill, Cincinnati, Bro. J. R. Stanton breathed his last. His condition had been critical for three weeks, and his sudden death was directly caused by a congestive chill. As his life went out, another of our very best men on the road, in the Division, and at home, began a new life in the mysterious beyond of which we know so little. A remarkable man, in many ways, a good husband, a doting parent, and a first-class railroad man has died, and our charter is again draped in mourning.

How many who will read these lines will remember Stanton as the conductor who had charge of the delegates' train over the O. & M. on May 7th, when everything was pleasure, and all were having a good time, he doing the hardest work of any man on the train. Before they had returned to their homes, Lew Price, one of the entertaining committee, was cold in death. In a few weeks another of the committee, B. E. Cunningham, was killed on his train, and now poor "Jim" has joined them. We buried him at Olney, Ill., on Oct. 30th, the burial services being conducted by the Masonic order. Employés were all given transportation, and the officials were all very kind in their treatment of those who cared to attend. The *Olney Times* contained a lengthy account of his life, as also did the two *Seymour* daily papers, he having many friends in all vocations of life. May his rest be a peaceful one. May we all, while in tears of sympathy for the departed, and those near to him in life, mentally resolve to be better men.

C. W. M.

MACON, Ga., Dec. 6, 1893.

*Editor Railway Conductor:*

At a regular meeting of Macon Division No. 123, held Dec. 3, 1893, in accordance with the statutes, the following officers were elected: A. N. Kendrick, C. C.; H. T. Smith, A. C. C.; T. K. Hunsaker, Sec. and Treas.; W. C. Davis, S. C.; P. B. Blackshear, J. C.; B. F. McWhorter, J. S.; J. T. Holmes, O. S.; J. H. Hall, Cipher Correspondent, and your humble servant appointed Correspondent to THE RAILWAY CONDUCTOR. It therefore devolves upon me to make this report and a beginning of my labors in that respect. We had a very interesting meeting Sunday. An unusual number of brothers were present, all of whom seemed to take an interest in the meeting; Your correspondent being a new member of Division No. 123 cannot be expected to say much at this writing, but he hopes to be able to write something more interesting in the future. It is hoped that Division No. 123 will prosper during the ensuing year, but will say right here that the officers cannot make a success alone, as a great many members expect. If the members will do their part it is bound to be successful, as I think the officers will do theirs. As I fear this is getting too long I will close until next time.

Yours in T. F., W. C. DAVIS.

Correspondent Div. No. 123.

A Financial Transaction.—"Say, mister," said a boy who had just overtaken a market wagon after pursuing it for four or five blocks, "do you wanter know who hit you in the neck with that hard snowball?"

"You bet I do," replied the man, slackening speed.

"Will ye gimme a quarter if I ketch him and bring him here?"

"Yep."

"Gimme fifty cents?"

"Yes," said the driver, lifting his whip from the socket, "but I won't give you any more'n that."

"Well, git the money ready."

"You haven't got the boy that threw the snowball yet."

"Yes I have. That boy is me. Dad's sick, and me mother can't get work. The twins is too little to earn anything, an' if I don't hustle there won't be any Christmas tree at our house. I'll take a lickin' any day for fifty cents."

"Sonny," said the market man, in a voice that was remarkably husky, "here's yer fifty cents. I'm in a hurry now—you needn't bother about deliverin' the goods. We'll call it square."—*Washington Star.*



MARION, Ia., Nov. 29, 1893.

*Editor Railway Conductor:*

Sister readers of *THE CONDUCTOR*: Perhaps many of you find yourselves feeling as I do to-night, when thinking of writing a letter for our department, that is, in a mood to write, but with so many thoughts clamoring for expression that you have a mind to give it up entirely. In thinking of those of the L. A. to O. R. C., my mind always reverts to the Convention in Toledo last May, and very pleasant reminiscences follow the thought. To me it was a great treat to be able to mingle with so many wide-awake, earnest women, even if we did differ on some points, as would be only natural, in any gathering of so many zealous workers, anywhere or for any purpose. To be true to one's own convictions is not only to be true to one's friends, but what is more, to be true to one's own self. And the deference shown to other's opinions during the time of my stay with the L. A. to O. R. C., while in session at Toledo, reflects credit on the different Divisions represented there. The new Divisions formed since speak well for the wives of the O. R. C. We have, probably, one of the smallest Divisions here in Marion, of any, but the thought of those few days among so many enthusiastic, intelligent women always banishes any discouragement. I wish to add that although we are few in number, with the exception of your humble servant we have the quality, if not the quantity, and are all becoming more interested each time of meeting. When we received word of Sister Dustan's generous offer to the Auxiliaries, it was very gratifying to feel that I had met the dear Sister, and could make her seem more of a reality by telling our Division something of my short acquaintance with her. We can hardly hope to earn the medal, but know there are many Divisions that have earned one such by their good works. Our sisters of Columbia Division at Cedar Rapids have invitations out for a ball (that is, they, in conjunction with the O. R. C. of that place, have.) It is very pleasant to be situated so that we can visit back and forth with these enterprising sis-

ters. By the way, guess I'll take occasion to give them a little scolding for never writing one word about themselves for *THE CONDUCTOR*. They wouldn't even have to pay postage either, as they could slip right into the elevator of the Granby Block and hand their message to the Editor-in-Chief. Now I imagine that if *THE CONDUCTOR* was published way off in San Francisco or New York, they would have written long ago.

Last Sunday in looking for an article we wished to read, I came upon my "bunch of cards," gathered while in Toledo, and my husband and I looked them over for about the dozenth time. While there are some names, the bearers of which I cannot recall in face and form, yet the most of them call to my mind plainly the giver. This was the card of one of my room-mates, until I count four such, with pleasant remembrances of each. This the Grand President, this the Past G. P., this the Grand Secretary, that the husband of so-and-so. These were delegates, fine women, too. Those were from California. Those from San Antonio, how well I remember our discussion, that morning of our ride around the beautiful city. Then we remember how glad we were after all to be with the children, big and little, at home once more, and tell the husband (who had remained on duty at home) how we wished *he* were *only there too*, each and every day of our stay. Well, it has been many months since then, and I doubt not that this will seem a little out of date to those not interested, but as there were so many I hoped to write to personally, I bethought me of this method by which I might speak to many at one time. To all who find it of any interest, I address this lengthy letter.

Yours in T. F.,

MRS. N. D. HAHN.

ATLANTA, Ga., Nov. 28, 1893.

*Editor Railway Conductor:*

Having been elected correspondent of "Golden Rod" Division No. 43, of the L. A. to the O. R. C., just organized at this place, I write to give you the list of our officers elected. Mrs Julia

Harris, President; Mrs. W. S. Gaar, Vice President; Mrs. R. M. Cason, Sr. Sister; Mrs. J. W. Rose, Jr. Sister; Mrs. R. L. Wilson, Guard; Mrs. D. S. Walraven, Secy. and Treas.; Mrs. W. N. Johnson, Chairman Ex. Com.; Mrs. M. J. Land, Correspondent. Deputy Grand President, Mrs. Sam Dustan, of Memphis, Tenn., arrived in Atlanta on Sunday, the 12th inst., and on Monday and Tuesday, the 13th and 14th, instituted the new Division in an appropriate manner, giving the new Sisters instructions in the work of the Order and starting us off in nice shape. Our new Division started out with 16 charter members, and the promise of a large number of conductors' wives to join us. The O. R. C. Div. here has been very kind in starting us, paying for our charter and stationery, and promises every assistance, and as the conductors here have a large and prosperous Division, and we have plenty of good material to draw from, we expect to soon be the banner Division of the south. The Grand Division will meet here in May, 1895, and we expect to be able to entertain our visitors in the proverbial Southern way and make them all have a nice time. The Ladies' Auxiliary fills a long felt want among the conductors' wives, and now that it has started off with such good prospects here, we expect to soon see it cover the whole Southern territory.

Yours in T. F.,

MRS. M. J. LAND.

St. JOSEPH, Mo., Dec. 9, 1893.

*Editor Railway Conductor:*

The year 1893 is very near its close, and with it my office as Corresponding Secretary. I am sorry to say my contributions to THE CONDUCTOR have been neglected, but only through causes too numerous to mention at this writing. During the past summer there was not much to write about Benevolent Division, as everyone who could went to the Fair, and the attendance at the meetings was small. The last meetings, however, have been well attended by the members. The first Wednesday in December we held an election of officers. Our Secretary, who has filled the chair for two years, never missing a meeting if possible to get to the hall, wanted a rest, and our President, who has been a faithful worker, also wanted to retire. We finally unanimously elected the following officers: Sister Foote, Pres.; Sister Horan, Secy.; Sister Throop, Vice Pres.; Sister Vermillion, S. S.; Sister Smith, J. S.; Sister George, Guard; Sister Harris, Cor. Sec.; Sister Zimmerman, Chairman of Ex. Com. With such officers and the assistance of our floor members,

who can always be depended upon, we will surely succeed in doing good work. Our Division has been visited by the sickness of several of its members, and the sisters have nobly proven their sisterly love. I am glad none were forgotten in their time of trouble and all were willing to lend a helping hand.

Now I must say a few words about the way we treated our Secretary, Sister Foote. Nov. 13th Sister Zimmerman called and invited her to go calling. Soon after they left the house the sisters with filled baskets of good things darkened the rooms, lit the gas, spread the table and arranged things to suit themselves. By the time she returned we had everything in readiness. You can imagine the fun we had in getting ready and her surprise when she walked in. The best of all was a beautiful chair in waiting, which was presented by the sisters of Division No. 17. A very appropriate presentation speech was made by the President, Sister Sims, then we gathered around the table in the dining room to devour the good things that God in His goodness had provided for our use. After making toasts and much merriment for several hours, we returned to our homes much pleased and refreshed after such an afternoon of pleasure.

Wishing you all a merry Xmas,

Yours in T. F.,

MRS. J. M. CORY.

Cor. Sec.

Old Christmas.

I.

It's a long way round the year, my dears,  
A long way round the year!  
I found the frost and the flame, my dears,  
I found the smile and tear.

II.

Th' wind blew high on the pine-topped hill,  
And cut me keen on the moor;  
The heart of the stream was frozen still,  
As I tapped at the miller's door.

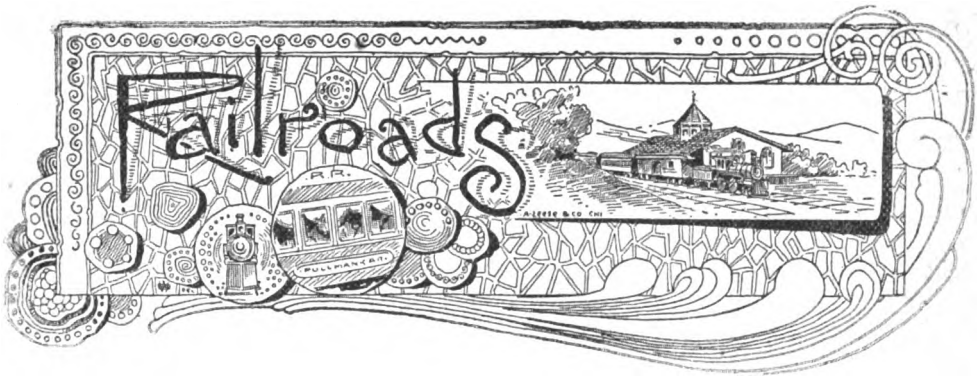
III.

I tossed them holly in hall and cot,  
And bade them right good cheer,  
But stayed me not in any spot,  
For I'd traveled around the year

IV.

To bring the Christmas joy, my dears,  
To your eyes so bonnie and true;  
And a mistletoe bough for you, my dears,  
A mistletoe bough for you!

—St. Nicholas.



C. W. Case has been appointed general manager of the Great Northern, vice A. L. Mohler, resigned.

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Vice President D. B. Robinson denies absolutely the report that a receiver is to be appointed for the Atchison.

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The published reports of the Atchison show an increase of \$64,637 in its net earnings for the month of October.

\*\*\*

A Philadelphia special, under date of Dec. 4, says an application will soon be made for the removal of the present Reading receivers on the grounds of mismanagement and extravagance. I. L. Rice and other stockholders are said to be behind the movement.

\*\*\*

A plan is said to be under consideration for the consolidation of the Duluth, South Shore & Atlantic and the Duluth & Winnipeg. The plan is also said to include an extension of the latter road west into the Red river country and a connection with the Canadian Pacific.

\*\*\*

It is said that the money has all been provided for the building of the proposed Florence and Cripple Creek road, and that work will be commenced at once. The line will be 40 miles in length, with some of the grades as heavy as  $3\frac{1}{2}$  per cent., though the greater portion will be under 2 per cent.

\*\*\*

Late in November a sensational story was started in Chicago to the effect that the Ft. Wayne was about to discharge 3,000 of its men. This was promptly denied by the officers of the company, who said only trackmen not needed during cold weather and trainmen who had been taken on to meet the requirements of World's Fair traffic, would be released.

According to a report published in Philadelphia, on the 5th inst., the reorganization plan of the Western New York and Pennsylvania Railroad Company, which will shortly be published, will provide for a reduction in the outstanding funded debt of about \$5,400,000. and a reduction in fixed interest of about \$400,000. The capital stock will also be reduced from \$30,000,000 to \$20,000,000. The stockholders will be called upon to pay an assessment of \$3.50 per share and give up 25 per cent. of their holdings in stock of a par of \$100.

\*\*\*

The success of Ex-Governor Evans in securing a separate receiver for the Denver & Gulf branch of the Union Pacific, is regarded by many as but a step toward cutting off many of the lines now making up that great system. Should the Oregon Railway and Navigation Company and the Utah lines follow suit and be equally successful, there would be but little left for the creditors of this company, aside from the main line running from Omaha to Ogden.

\*\*\*

Omaha is congratulating itself upon securing an extension of the B. & O., on paper. According to the report sent out from that enterprising city, President J. F. Barnard, of the Ohio & Mississippi, is forming a company for the purpose indicated, the plan being outlined as follows: "The Ohio & Mississippi, owned and controlled by the Baltimore & Ohio, now ends at Beardstown, Ill. It is proposed to extend it to Quincy, Ill., and connection will there be made with the Quincy, Omaha & Kansas City, which ends at Trenton, Mo. This is to be extended 40 miles to Pattonburg, Mo., where it will strike the Omaha & St Louis stem of the Wabash."

\*\*\*

A dispatch from Denver, Colo., under date of Dec. 2, says: "The old Aspen Short Line Railroad Company has consolidated with the Colora-

do Midland Railroad Company. Yesterday morning papers of incorporation were filed with the Secretary of State. At a meeting of stockholders, held in Colorado Springs July 28, it was unanimously decided to do this. The Aspen Short Line ran from Colorado Springs to Leadville and from Leadville to Elk Creek. Other branches ran from Aspin Junction to Aspin and from Cardiff to North Thompson Creek. The company is capitalized at \$8,000,000."

\* \* \*

The Wisconsin, Minnesota & Pacific railroad was disposed of at master's sale under decree of mortgage foreclosure at Mankato, Minn., Nov. 16, last, by Oscar B. Hillis, of St. Paul, special master in chancery. Mortgage bonds with unpaid coupons and interest aggregating \$5,160,753.40 were held by the Metropolitan Trust Company, of New York. Mr. Sheldon bid the road in for the United States Trust Company, of New York, as trustee, under the first mortgage, collateral and extension dated July 4, 1884, for the Chicago, Rock Island & Pacific Railway Company, for \$5,204,812.41. The Chicago, Rock Island & Pacific took immediate possession, and no change was made in the conduct of the road.

\* \* \*

When the two forces of men who have been attacking the opposite sides of the continental divide during the past three years, met recently in the very heart of the Rockies, they had successfully completed one of the most stupendous engineering feats in the history of the last ten years. In crossing this divide the Colorado Midland found it necessary to construct the Hagerman tunnel, a comparatively short bore of 2,064 feet, but at the wonderful elevation of 11,528 feet above sea level. The approaches to this tunnel were so steep and tortuous as to cause great annoyance and expense in operation, and it was finally decided to construct a tunnel nearly two miles in length, commencing at Busk, 723 feet further down the mountain. This will give them a straight line and moderate grade, instead of over ten miles of winding climb between Busk and Ivanhoe, as under the old dispensation. The tunnel completed will cost about \$1,500,000, and will eventually save the Atchison, Topeka & Santa Fe system, now owning this road, much more than the outlay in question. It is expected that the new route will soon be in readiness for the running of trains.

\* \* \*

The Commissioner of the General Land Office has issued an order requiring the railroads of the country to submit, within the next six months, an

entire revision of the lists of indemnity selections now on file in the interior department, so that a proper basis for each selected tract shall be given, the revision to show the selection and the basis therefor, tract for tract. The order goes further than this, and makes it necessary as well to specify in similar manner a basis for each indemnity selection which may have been heretofore approved and conveyed to the companies for which no specific loss has been assigned. The practice has been for the railroads entitled to indemnity selections to file one list showing their total losses within their grants, and another list of the lands selected in lieu thereof. This procedure has given rise to much confusion, and in deciding the case of Edward G. Labar vs. the Northern Pacific road, involving the southwest quarter of section 7, township 146, range 50, Fargo district, Secretary Smith directed the issuance of the order in question, and gave Labar the land in question because the road did not show the specific loss for which it was claimed. At the end of six months, the selections of any road not having complied with this order will be restored to the public domain, without regard to any previous claim.

\* \* \*

The 16th annual report of the Iowa Railroad Commissioners was filed with the Governor on the 5th inst. In it, according to the synopsis given for publication, the commissioners state that they find it impossible to secure from the railroad companies reports which are full enough to enable the board to make such a report as is contemplated by law. There are at present in Iowa 8,506 miles of railroad. During the past year \$29,634,630.26 have been added to the capital stock and debt of roads in Iowa, through construction, equipment and other expenditures. Iowa railroad employes number 31,127, and they were paid \$18,389,383 last year, an average of \$590 each. The average pay of railroad employes in this state has gradually increased from \$482 in 1882 to the present figure.

The following Iowa roads have failed to pay the interest on their debt: Chicago, Iowa and Dakota, Mason City and Fort Dodge, Sioux City and Pacific, Taber and Northern, Burlington and Northwestern, and the Des Moines, Northern and Western. Railroad earnings in Iowa during the past year are placed at \$45,003,680, and expenses are placed at \$27,955,605. The total tonnage reported for Iowa during the year is 17,323,166, an increase of 29.72 per cent. over last year. During the year 177 people were killed and 824 injured. Taxes were paid last year amounting to \$1,343,305 78. The commissioners discuss the recent action of the Chicago trunk lines in lower-

ing the proportion of earnings allowed to Iowa connections, and broadly intimate that Iowa freight rates should be raised in order to increase the revenues of the local lines.

\* \* \*

The committee appointed by the stockholders of the Union Pacific to consider the reorganization of that property, have devised a plan, of which the following outline has been made public: "The Union Pacific has \$122,000,000 of primary and well secured bonds. It owes the government \$56,000,000, which is not well secured, except that the government, unlike other creditors, has the power to take possession of the road and work out its debt. There are also \$55,000,000 of secondary issues, and \$5,000,000 of questionable bond issues, which can be treated with upon some basis approximating a true valuation. We submit, therefore, that if an attempt is made to rearrange the \$238,000,000 of Union Pacific indebtedness and give full payment to the government, while earnings are decreasing, it can be best done for all interests, the creditors, the government and the public generally, upon some such comprehensive plan as the following:

"1. The Union Pacific stockholders to surrender a majority control of the property to the government, which can be represented by seven directors out of twelve, one director to be appointed each year, or to hold life position subject to removal for cause, to have liberal salary and no other occupation.

"2. The government to issue \$300,000,000, 3 per cent. bonds at par, take up all Union Pacific bonds at the average market valuation for the three years ending Jan. 1, 1894, pay the government debt, which the United States treasury will soon be called upon to pay in full, and leave from \$50,000,000 to \$100,000,000 of these bonds in the treasury of the Union Pacific, one-half of which could be used for the raising of the property to a proper standard for a government road, and one-half remain in the treasury for future developments.

"3. Make these bonds perpetual at 3 per cent., and permit them to be used at par as a basis for national bank circulation."

\* \* \*

It would seem that Gov. Lewelling's scheme for the building of a railroad from Canada to the Gulf, is to have a competitor, and a dangerous one. Early this month the Lake Superior, Southwestern and Gulf Railway Company, with a capital stock of \$5,000,000, filed articles of incorporation with the secretary of state at Des Moines. This corporation has for its object the construction and operation under one manage-

ment of one or more roads in Minnesota, one north and south line in Iowa, with a system in Missouri, which, with the construction of 200 miles south from Aurora in Missouri, will give the new road access to Little Rock, Ark., at which point connections for New Orleans and Sabine Pass will be made. The whole system will give a direct line of rail communication from Duluth, Minn., to the gulf at Sabine Pass, an arrangement long desired. It is understood that J. V. Farwell, General G. M. Dodge and George W. Cable, of Chicago, are among the backers of the scheme. The new line will relieve the milling, grain and lumber interests of the north-west and trans-Mississippi country of the arbitrary demands of the trunk lines east of Chicago, and afford them direct rail and ocean connections with the markets of the old world. The lines already built, together with those upon which construction will soon begin, will shorten the distance to the gulf from 128 to 150 miles, and will traverse the most productive portions of the north-west and south. The president of the new line is E. R. Bristol, who represents a number of well-known capitalists in St. Paul and Minneapolis. The vice president and General Manager is Col. L. M. Martin, general manager for five years past of the Des Moines, Northern and Western. Being in the hands of such practical men, the chances for the success of this scheme are far superior to that of the dreamers who met and resolved at Topeka so recently.

\* \* \*

The most important and significant piece of railroad construction in the United States at present is that which will next spring connect New Haven on the Pittsburg and Lake Erie with Clearfield on the Beech Creek Road. The Beech Creek Road is now operated to Mahaffy, twenty-five miles beyond Clearfield. Other trackage has been laid unostentatiously, and there now remain but twenty-five miles of track to connect the Pittsburg and Lake Erie and the Beech Creek Road.

The student of railroading needs only these facts to tell the result. Both roads are owned by the Vanderbilts. When the twenty-five miles of track are completed it will give the Vanderbilts access to the best anthracite regions in Pennsylvania. More than that, it will give them a new through freight and passenger route from Chicago via Pittsburg and Philadelphia to New York. The latter part of the route will be formed in connection with the Philadelphia and Reading and the Lehigh Valley. It will make a mileage from Chicago via Philadelphia to New York of less than 1,000 miles, almost exactly the present mileage of the Lake Shore and New York Central via Buffalo. By using the more direct and northern lines of the Reading and Lehigh Valley, the mileage can be reduced to almost exactly the present mileage of the Pennsylvania between Chicago and New York.

This plan will be carried out in its entirety as early as possible next spring, and will be the most important move on the railroad check-board in years.—*Chicago Herald*.



The December number of *The New York Musical Echo* is one of the most attractive of the year. In addition to the usual excellent musical selections, it contains a number of fine illustrations and a well written review of the month's musical and dramatic news.

With the December number, *Locomotive Engineering* celebrates its sixth birthday, and it is evident from every line that the rejoicing is genuine. Those years have been filled with ceaseless toil, but every effort has brought its reward and the managers may well be pardoned for feeling a pride in the success they have won. *Locomotive Engineering* is deserving of even better things in the future.

*The Arena* opens volume nine with its December number, in a manner showing the determination of its publishers to maintain the high position they have won among the very best of the world's periodical literature. In addition to its Christmas dress this number contains a veritable holiday feast for all classes of its readers. Among the best courses of this feast is a study of psychic laws under the title of "The Ascent of Life," by Stinson Jarvis, one of the most convincing of the many able articles presented on this and kindred topics. Hon. John Davis, Dr. George C. Douglas, Thomas L. Brown and George C. Kelley contribute able articles upon finance and its allied subjects, all of which will well repay thoughtful reading. The general features are excellent, and the book notices alone would make the magazine a mint of information to the discriminating reader.

*Transportation* is among the best of the many new periodicals devoted to the consideration of special fields of human activity. As the title indicates the purpose of this new venture is to treat of locomotion, but its scope will be much broader than that of the usual publication upon such subjects, being devoted, as the title page announces, to "the history and progress of railway, vessel and vehicle locomotion, and aerial navigation."

The initial numbers have fully borne out this promise, containing a long list of excellent articles upon this wide range of topics, profusely and elegantly illustrated, and presented in a manner to make them of interest to the general as well as the special reader. Mr. William Morris Hayes is the editor and publisher of the monthly, and it bears marks in every department of his well proven literary ability and editorial skill. Under his wise direction *Transportation* can hardly fail of reaching the fullest measure of success set for it by his warmest friends.

"Wood-life is always thickest near the springs and streams. To-day the new fallen snow is a sheet whereon the various acts and deeds of the prowlers of the night and early morning are most plainly recorded. Who would have thought the old woods contained so great a variety of winter residents? When did you ever see one of those wood-mice, whose tracks are stitched across the snow in every direction? But for this mark of their existence you would never know you had such neighbors. Reynard knows them, however. His carefully-made footprints yonder indicate the deep interest he takes in their welfare; possibly he also had an eye on that series of incipient isosceles triangles, that some little gray rabbit left behind him in the snow. Ah! there is the place where two or three old crows came down to get a drink, remarked concerning the chances of a severe winter, and then took a view of the landscape, from the dead top of that maple on the hill yonder, in order to see if their presence was required at the inquest of some defunct cow, or other unburied victim of age or circumstance." —"Still-bunting Ruffed Grouse."— *Outing for December.*

The art work of the Christmas *Century* challenges attention. The outside of the number is embellished with a special cover adapted to the holiday season, and the contents include five engravings by T. Cole—four after Rembrandt, including "The Supper at Emmaus" and the detail of "The Night-Watch," and one after Jan Steen;

also a portrait of unique and historic interest representing "General Grant writing his Memoirs at Mount McGregor," and a fine portrait of the composer Berlioz, both engraved by T. Johnson; hitherto unpublished sketches by the great French painters Gerome, Laurens, Bouguereau, Chavannes, Lefebvre, Maignan, Lenepveu; two drawings by Sir Frederick Leighton; "A Set of Sketches" by Howard Pyle, poems decorated by Du Mond and Brennan; an interesting portrait of Napoleon I., after a drawing from life by Captain Marryat; and other work by Ella Condie Lamb, F. L. M. Pape, Alice Barber Stephens, F. Hopkinson Smith, George Waarton Edwards, Arthur J. Goodman, Howard Helmick, Henry Sandham, Louis Loeb, R. F. Zogbaum, J. Carrell Lucas, and Harry Fenn. There is also a characteristic portrait of Mark Twain, from an amateur photograph.

The signal-tower, rectangular, with rows of windows on all sides, stood at the intersection of many branches. At this point the trunk line resolved itself from four tracks into two; and here the gravel track, which looked as if it had been laid by a palsied contractor, left the main line and respectability behind and hobbled out of sight behind the signal-station with an intoxicated air. Beneath the tower, to the right, a double-tracked branch tapped a fertile country beyond the sandhills. And beneath the signal-tower, to the left, a single-tracked branch, only a mile long, brought South Sumach, one of those tiresome towns that manufacture on a water-tower, in touch with the middleman. This petty branch (as if the case had been with petty people) made more trouble than all the rest of the lines put together. The signal-men found this out. So Sumach Junction had its place in the world, and perhaps it was a more important one than that of many a complacent and opulent suburb. The heart of this little community did not centre, as a thoughtless person might suppose, in the church, or the commandery, or the grocery-store, or the school, but in the signal-tower. It was the pulse of the section. It was the life-blood of thousands of unconcerned travelers whose lives and happiness depended on the intelligent vigilance of three men. These three took turns up there in the tower, locking and unlocking switches and signals, until one might expect them to faint for dizziness and confusion.—From "The Semaphore," in the Christmas number of *Scribner's Magazine*.

For some years there has been a growing feeling that there was enough of literary talent in the west to entitle it to some more complete and

sympathetic medium of expression than could be found through the eastern periodicals. Several attempts of more or less vigor have been made to fill this field, but all of them have met with disaster. Another such undertaking is now in progress, and this time it is in so much better hands that there is every prospect for its complete success. Mr. Johnson Brigham, for some eleven years editor-in-chief of the daily *Republican* of this city, and the man to whom that paper owes the greater portion of the standing it has been able to achieve, is at the head of the new venture. Mr. Brigham is a scholarly man, with literary abilities of a high order, one in every way qualified to make his publication the pride of his adopted state. In addition he has a fund of well proven business sagacity which will be equally necessary in bringing such a venture to a successful ending. If the entire western field had been swept no man could have been found more thoroughly furnished for the undertaking, nor one in whom the literary hope of the west might be more safely vested. His selection of a name, *The Midland Monthly*, could hardly have been more felicitous and is warrant for a long list of equally happy touches in the future conduct of the magazine. There should be no question of the entire success of this project from the start, and there will be none if the people of the northwest show it the consideration it deserves at their hands. That it may reach the full measure of the deserts of its founder will be the sincere wish of that gentleman's army of friends throughout this section, and of all who have a desire for the literary advancement of the west.

Perhaps all parties involved in any manner in the Hawaiian complication will agree with us in wishing that the proposed cable between San Francisco and Honolulu were laid and in working order. Much of the practical difficulty in the way of a final solution of the issues that have been pending for nearly a year has been due to the lack of frequent and rapid communication. This lack has made it necessary to accord an unusually wide range of discretion to those who represent us there. Minister Stevens and our naval officers at the time of the revolution last January could not telegraph for immediate and specific instructions, and they were obliged to act upon their own judgments in the light of their previous general advices from Washington. Their course was in most respects sustained by the Harrison administration; but when Mr. Cleveland came into office he sent Mr. Blount, of Georgia, to Hawaii clothed with paramount authority, as it seems, to do in the name of the

United States anything he thought best. The constitution and laws of this country do not provide in any precise way for such office as Mr. Blount held, and his going to Honolulu and taking down the American flag was at least fully as anomalous a proceeding as had been Mr. Stevens' in setting up an American protectorate and raising the American flag on the islands. Neither of these history-making acts could possibly have occurred at the volition of an American minister or of a citizen sent on a mission of investigation by the president, if there had been such a thing as a telegraph line connecting the islands with the mainland.—From *"The Progress of the World,"* in the *December Review of Reviews*.

An event in periodical literature, not without its significance to the general public as showing the growth of the reading classes, was the receipt on the 9th of November by The Cosmopolitan Magazine of the order given below. A single order from a news company for one hundred tons of magazines! That is almost an event in the history of the world. A like order has never before been made, and if past ratios be maintained it means considerably more than half a million circulation for the December Cosmopolitan. Yet, when the list of authors and artists in the December number is examined, one is not so much

surprised. It contains the only known unpublished manuscript of De Maupassant, illustrated by Vierge, perhaps the most famous of European illustrators; After the World's Fair, by Paul Bourget, John J. Ingalls, William Dean Howells, Lyman J. Gage, Arthur Sherburne Hardy, Mark Twain, Robert Grant, and others nearly as famous, and nearly two hundred illustrations, to which the following artists contribute: Hopkinson Smith, Kemble, Harry Fenn, F. O. Small, Attwood, Henckel, Dan Beard, Reinhart, and Remington. Think of having the World's Fair done by such expensive men as Howells, Mark Twain and Paul Bourget, and sending such artists as Charles S. Reinhart to Chicago for a single number of a magazine to be sold for only 15 cents, or by subscription 12½ cents. A book publisher, preparing such a book would not dare incur these expenses short of \$5.00 a copy. Is it not a revolution that is an improvement upon old methods, a revolution of vast importance to the reading public? The order to which reference is made reads as follows: "Publishers *Cosmopolitan*, Dear Sir:—Of the 200,000 copies of December number to be sent us, please send as follows: 172,650 copies regular edition, 27,250 copies R. R. edition. Yours respectfully, The American News Company."

#### Our Heroes.

Now that we've scattered the flowers of May  
Over the graves of the blue and the gray—  
Over the graves where the women weep,  
Over the mounds where the heroes sleep—  
Now let us turn to the graves of those  
Who have lived and died in their overclothes.

Are they not heroes; have they not died  
Under their engines, side by side?  
Have they not stood by the throttle and brake  
And gone down to death for their passenger's sake?

Calm, undisturbed be the peaceful repose  
Of the men who have died in their overclothes.

We would not take from the soldier's grave  
Not even the blades of grass that wave,  
Nor would we ask you to hand us down  
A single star from the soldier's crown;  
All honor to them—but forget not those  
Who have lived and died in their overclothes.

When the moon's cold rays grow dim and pale  
And the lightning leaps o'er the glistening rail,

When the sharp sleet furrows each eager face,  
As over the mountains and hills they chase;  
Ah! dreary, indeed, are the battles of those  
Who have fought and fell in their overclothes.  
'Twould be sweet to know when we're laid to rest,

With our hands folded silently over our breast,  
That a woman would come to our grave once a year

Bringing wreathes of flowers; that a woman's tear

Would dampen the dust on the graves of those  
Who have dared to die in their overclothes.

As time flies on with a restless wing,  
And the noble knight to the poets sing,  
We shall tell in our feeble way  
Of the good they have done, as we look on the clay,

On the tear and storm-stained faces of those  
Who have gone down to death in their overclothes.

—Cy Worman in *Railroad Trainman's Journal*.



### *Train Service—Carrier of Passengers—Ejection.*

In an action by Plaintiff against the defendant company to recover for an alleged illegal ejection wherein he had judgment, defendant appealing, it is

*Held*, that a passenger occupying more than one seat in a railroad train, contrary to the rules of the company, and who resists any attempt of the conductor or train men to confine him to a single seat by displaying a pistol, may be removed from the train, whether other passengers were inconvenienced or not.

*Gulf, C. & S. F. Ry. Co. v. Moody.* Tex. C. of App., June 28, 1893.

NOTE: The brief facts in this case showed that appellee was occupying two seats—against the reasonable rule of the railway company, and to prevent the removal of his baggage from the seat, he drew his pistol and rudely displayed it in the car in the presence of lady and gentleman passengers. The conductor, not being able to enforce the rules without a breach of the peace, backed the train to the depot at the station, secured the services of an officer and had appellee arrested and taken from the train. The train then proceeded. Appellee was placed in jail for an hour, and on affidavit against him for rudely displaying his pistol in a public place, was taken before a justice and was admitted to bail for his appearance the next day on deposit of \$100. He was tried, fined \$1 and costs amounting to \$18.75, which he promptly paid and then brought this suit for damages. In the trial court he was successful, but on appeal the judgment is reversed.

### *Injury to Passenger—Burden of Proof.*

1. While a railroad company owes a very high degree of care to its passengers, to protect them from injury, yet the company is not an insurer of their safety; and it is error to instruct the jury that if a train in which a passenger was traveling left the track and was derailed, and the passenger was injured thereby, the company would be liable for such injuries as were the direct and proximate result of such accident, unless the derailment could not have been guarded against by human skill and foresight, and was caused by a defect unknown to the company.

2. The fact that a passenger was injured with-

out fault on his part raises no presumption of negligence of the carrier or trainmen, and does not place upon the latter the burden of proving that the injury was not caused by its negligence or the negligence of those in charge of the train.

*Texas, P. & R. Co. v. Buckalen,* Tex. S. C., May 11, 1893.

### *Who is a Passenger—Ejection—Unnecessary Violence.*

1. A person who gets on the platform of an express car without having purchased a ticket, and remains thereon, in violation of the company's rules, for the purpose of being carried from one station to another, is not a passenger.

2. The fact that a brakeman of such train, on discovering such person, accepts from the latter the required fare from the station where he got on to his place of destination, does not constitute such person a passenger, since the former cannot waive the rules of the company. When, in an action for wrongfully ejecting plaintiff while a passenger, the gist of the complaint is the violation of the contract to carry, plaintiff cannot recover on the theory of the use of unnecessary violence in effecting a rightful ejection.

*Chicago etc. Ry. Co. v. Field,* Ind App. C., Oct. 10, 1893.

### *Carriers—Ejection of Passenger—Refusal to Pay Extra Fare.*

1. Where the rules of a carrier required passengers without tickets to pay twenty-five cents extra fare, to be refunded on presentation to a ticket agent of a "rebate check" to be furnished to the passenger by the conductor when he collected the cash fare: *Held*, that a passenger who, with knowledge of such regulation, enters a train without purchasing a ticket when he has opportunity so to do, cannot recover for his expulsion from the train, without rudeness or violence; for his failure to pay the extra fare.

2. Where a passenger could have purchased a round-trip ticket at the station where he took the train, the fact that there was no ticket station at his point of destination, thus preventing him

from buying a ticket home, does not excuse his refusal to pay the extra fare of twenty-five cents. *Snellbaker v. Paducah, etc., R'y Co.* Ky C. of app., Sept. 30, 1893.

*Master and Servant—Negligence—Defective Engine.*

In an action to recover damages for the death of a locomotive engineer, which was caused by the burning of a bridge alleged to have been set on fire by a locomotive of defective design, the court refused to charge that, if a person of ordinary care would not have foreseen that the use of engines of that type could reasonably have been expected to result in injury to deceased, then there could be no recovery.

*Held*, That a refusal was proper, for the instruction was too narrow, in confirming the reasonable expectation of injury by such a cause to the deceased alone, of all the company's employees. Judgment for plaintiff affirmed.

*Texas, etc., R'y Co. v. Minnick.* U. S. C. C. of App., 57 Fed. R., 362.

*Accident Insurance—Death by Inhaling Illuminating Gas.*

Action to recover on a contract of accident insurance against personal injuries caused by accident within the meaning of the policy. The insured died from accidentally inhaling illuminating gas, which accidentally escaped into his sleeping room. The policy conditioned not to insure against "death or disablement arising from anything accidentally taken, administered, or inhaled, inhaling-gas, or any surgical operation." The question in the case is whether that accident that occasioned his death was "within the meaning of the policy."

*Held*, That death by inhaling illuminating gas, which accidentally escaped into a room where the insured was sleeping, is within an exception of an accident policy that it "does not insure against death or disablement arising from anything accidentally taken, administered, or inhaled, contact of poisonous substances, inhaling-gas, or any surgical operation," and no recovery can be had.

*Minneiley v. Employees' Liability Assurance Corporation.* N. Y. S. C., Oct. 20, 1893.

*Mutual Benefit Association—Interpretation of Policy—Amount Due.*

A policy in a mutual benefit society provided that the society would "pay the sum of \$5,000 from the mortuary fund, as hereinafter provided," and that all claims on the mortuary fund, arising

between stated intervals of assessment, should be paid pro rata out of the next succeeding mortuary call, "but not to exceed the face of each certificate."

*Held*, in an action to determine the right to recover and the amount due, that there was no ambiguity, so as to render applicable the rule that a policy should be construed most strongly against the society as insurer, and thereby impose an absolute liability on the society for \$5,000, but it was liable only for the *pro rata* part of the mortuary fund, where it appeared that the reserve fund was not available.

*Gillenhammer v. Home Benefit Society of New York.* N. Y. S. C., Oct., 1893.

*Fraternal Insurance—Amount Due on Certificate—Condition Precedent—When Due.*

1. In an action on a benefit certificate by which the defendant order promised to pay "out of its benefit fund to plaintiff (beneficiary) a sum not exceeding \$5,000," the complaint, after setting out the certificate, alleged that "by the terms and conditions of said contract, the said defendant promised to pay to the plaintiff, out of the benefit fund, the sum of \$5,000," and that the member had performed all the conditions of the contract, "and that the sum of \$5,000 is now due and owing from said defendant to this plaintiff."

*Held*, that the complaint sufficiently stated a cause of action for \$5,000.

2. *Held*, that a provision in a benefit certificate, that it shall be payable only on its surrender, is waived when the benefit society refuses to pay solely on the ground of non-payment of assessments, and that another beneficiary had been substituted.

3. *Held*, that when the certificate by its terms was not due and payable until proof of death was furnished, interest will be allowed only from the date of commencement of the action, when the complaint simply states that the proof of death had been made, without showing when, and the finding only shows that proof was made "before the commencement of this action."

*Himmelein v. Supreme Council Am. Leg. of Honor.* Cal. S. C., Oct. 2, 1893.

*Appointment of a Receiver—Jurisdiction.*

A court of equity has no jurisdiction to appoint a receiver of, and dissolve a beneficial assessment association on the ground of mismanagement, fraud and abuse of corporate powers, alone.

*Mason et al. v. S. C. of Equitable League, Md.* S. C., Oct. 3, 1893.

# 

Merry Christmas to all.

\*\*\*

Another attempt is soon to be made to use compressed air as a motor for the Paris suburban railways:

\*\*\*

A. E. Lathrop, acting secretary of Division 94, would be pleased to hear from Brothers J. Flahiff, J. Flaherty and J. Crowley, as he has lost their addresses.

\*\*\*

Secretary E. B. Kollert, of Division No. 53, would be pleased to hear from Bro. H. B. Van Camp, as he has important business to transact with that gentleman.

\*\*\*

John Palmer, known wherever railroads operate as the inventor of the baggage check, died at Union City, Mich., Nov. 13 last, having reached the ripe age of 85 years.

\*\*\*

H. F. Huntington, a son of President C. P. Huntington, of the Southern Pacific Railroad, has been elected president of the Central Pacific Railroad to succeed the late Senator Stanford.

\*\*\*

"The C. M. & St. P. made the best investment last month ever indulged in the history of that company. They restored the ten per cent. cut off the men's pay in July. They won't lose a dollar by the move."—*Locomotive Engineering*.

\*\*\*

At the Dude Club.—Chorus (as Dicky enters in an apparent state of mental perturbation)—Gwreat heavens! What's the matter?

Dicky—A wude girl called out on the street as I went by, "O, mamma, buy me that!" and a policeman wouldn't awest her when I wanted him to.—*Stonington Bulletin*.

\*\*\*

A Brother was recently compelled to bring suit against a road in order to secure pay for time

spent away from home under orders, and without notice of having been relieved. The court gave him the full amount asked.

\*\*\*

Every member of the Order who pays his grand dues for 1894 will be entitled to THE CONDUCTOR for that year, and it will be sent to him if his name and address are promptly forwarded by his secretary.

\*\*\*

THE CONDUCTOR is indebted to Brothers W. J. Holden, C. H. Harter, W. S. Holden, W. H. Simpson, A. Wolcott, R. N. Harris, and others who did not send their names, for back numbers of the magazine requested last November.

\*\*\*

Mrs. Maggie Gansley, of Covington, Ohio, is very anxious to hear from her brother, Edward Russell, until recently a member of Division No. 107. Any one knowing Brother Russell's present address will confer a favor by sending the same to his sister at the address given, in care of Mrs. Emma Coutts.

\*\*\*

Bro. B. F. Blount, secretary and treasurer of Division No. 77, was the victim of a rear-end collision on the morning of November 10th last, having one leg broken and the knee joint of the other dislocated. His many friends throughout the order generally will hope for him a speedy and complete recovery.

\*\*\*

Cedar Rapids Typographical Union No. 192 will give a ball New Year's night, and a cordial invitation is extended the members of all other labor organizations to be present. One of the many pleasant features of the evening will be the souvenir newspaper which will be set up and printed in the presence of the guests; thus giving them a practical exhibition of the workings of the ordinary "print shop," and a memorial worth preserving.

We would call our readers' attention again at this most seasonable time of the year to the advertisement of Ely's Cream Balm found upon our advertising pages. This is an old and staple remedy for the cure of catarrh, and colds in the head, and put up in bottles with screw metallic tops, they inform us as to be specially suited to railroad men.

\*\*

The editor of THE CONDUCTOR wishes to acknowledge the receipt of invitations from Hollingsworth Division No. 100; Bower City Division No. 113; Neptune Division No. 169; Indianapolis Division No. 103; Deer Lick Division No. 292; Fishers Peak Division No. 247; Rome Division No. 230; and from Madonna Division No. 34 L. A. to O. R. C., and regrets exceedingly his inability to attend all these entertainments.

\*\*

During the month of November several attempts were made to wreck trains on the International & Great Northern road north of Houston, Texas. Supt. Ray finally took the field in person and with the aid of blood-hounds ran down and captured four brothers by the name of Selph, who are thought to be the guilty parties, without a doubt. Should this prove to be the case they should be given the extreme limit of the law.

\*\*

The Reliable Incubator and Brooder Co. of Quincy, Ill., have been awarded highest honors, medal and diploma, on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Reliable was the only incubator from the incubator city of Quincy that competed for the prize.

\*\*

The reception and ball given by Columbia Division No. 37 L. A. to O. R. C. and Valley City Division No. 58 O. R. C., in Granby hall of this city on the evening of the 14th inst., was a brilliant success in every feature. The ladies and gentlemen making up the membership of these two organizations have long been noted for their abilities in the entertainment line, but on this occasion they outdid themselves, and gave their friends an evening of pleasure that will not soon be forgotten. Especial credit is due the ladies for the taste displayed in decorating the hall, the emblems and flags of the two Orders forming an important part of these decorations. In short, nothing was left undone by the ladies and the members of Division 58 that could add

in any measure to the enjoyment of their guests. The supper at the New Clifton was a triumph in its way and added to the already enviable reputation of that popular house. A number of visitors from neighboring Divisions were present and added not a little to the success of the evening.

\*\*

The members of the Strikers' Committee, headed by Chairman Clark, Grand Chief of Conductors, were in the city yesterday, for a few hours, preparatory to leaving for their homes. They were not boastful in their comments on the termination of the strike, and took congratulations in a quiet manner. Business men and others vitally interested in the contest of the past two weeks have often spoken of the conduct and standing of the Brotherhood chiefs as an earnest of conservatism on the part of the strike leaders and the honorable, manly course pursued has been given as a source of strength to the employees' cause.—*Philadelphia Press*.

\*\*

State Boards of Mediation and Arbitration have often been spoken of as offices created more for ornament than use. The earnest work done by the state boards of New York and New Jersey in endeavoring to effect an amicable adjustment of the late difficulties on the Lehigh Valley Railway, has convinced everyone conversant with the facts that such boards are a valuable institution. The fact that they are appointed for that purpose makes it easy and consistent for them to approach either or both parties to a controversy with a view to bringing about satisfactory conditions, and the intervention of the third party often has the effect of bringing together the contestants when neither of them would make any advances to or toward the other. The gentlemen composing the Boards above mentioned, are entitled to great credit for the earnest, manly action taken by them and the patience and perseverance which they exercised. They are a credit to themselves, the ones who appointed them and the states whose officers they are. There can be no excuse for the abolishment of these offices; on the contrary, the laws which govern them should be so amended as to give the Boards much more and wider authority, and this widening should go on until we have a national law providing for compulsory arbitration of disputes between corporations and their employees.

\*\*

If any proof were needed of the absolute justice of the cause for which the Lehigh Valley men so recently contended, and of the duplicity of their officials, it is furnished by the letter in which

President Wilbur makes his final surrender through the New York and New Jersey boards of arbitration. For the benefit of those who have seen fit to uphold the corporation in this struggle and have not been backward in denouncing the men for having the manhood to stand fearlessly for their rights, we herewith present extracts from two of President Wilbur's letters showing what a wonderful change had been made in his opinion of the August agreement by the time the men had been out 18 days. In view of the imperious stand taken by him on November 17, when declaring that agreement to have been made with P. & R. officials, the "of course" with which he prefaces his forced promise to ratify it, becomes somewhat ludicrous. The extracts in question read as follows:

From President Wilbur's letter of November 17 to the Grand Officers of the organizations: "The interviews referred to as having been held during June and July last, were with officers of the Philadelphia & Reading Railroad Company, which at that time was the lessee of our road."

From President Wilbur's letter of December 5, granting the terms proposed through the State Boards of Arbitration: "We further, *of course*, confirm the rules posted by Mr. Voorhees on August 7, last. The Lehigh Valley Company resumed possession of its lines on August 8, and the rules in question have not been rescinded."

\*\*. \*

The great strike, just brought to a close, has possessed many elements which will stand out with great distinctness in the history of labor troubles and labor organizations. The firm and determined stand taken by the brotherhoods for that which they earnestly believed to be right, coupled with the perfect restraint which has marked the behavior of the members, has won for them the respect and approval of the public. It has shown the best of judgment on the part of the labor leaders, and the strength of devotion to fixed principles of right and justice by which the rank and file are swayed. The utter absence of malicious interference with those who were brought to fill their places; the quiet, orderly behavior of those who had so much to gain or so much to lose has placed them far above the plane of ordinary strikers, and proved them men, indeed. The wonderful influence exhibited by the leaders, in this respect, must teach a valuable lesson, not only to the labor organizations themselves, throughout the entire country, but to those whose antagonisms they have on previous occasions aroused. It teaches that labor must be recognized at its true worth, and its principles respected. It shows a moral improvement which

will do much towards strengthening and extending the aims and accomplishments of the working classes. It will open up new avenues of thought for the men, and more clearly point the way along which future operations must be conducted to gain success. It shows the American workman in his better and truer light to the eyes of foreign sympathizers, and proves conclusively that the laboring classes have brains as well as brawn. It proves, as nothing else could, that they were actuated by a firmly implanted principle from which possible loss of position, of the means for providing their families with the necessities of life even could not swerve them.—*Elmira Telegram*.

\*\*. \*

Soliloquy of Bowery Short:—"Shall I have me hair cut short and pass for a prize fighter, or let it grow long and be taken for a football player?"—*New York Tribune*.

\*\*. \*

No change of any consequence marked the local stock market yesterday, although the tendency to weakness that has been noticeable for the last ten days was as prominent as ever. The Traction stocks remained strong, and the general stocks, with one exception, remained weak. That tells the story. The one exception was the Lehigh Valley. On the strength of the strike being ended the stock advanced to 40, closing at 39¾. There is general satisfaction over the ending of the unfortunate and unnecessary affair. It is quite evident that there were concessions on both sides, although the good-will that should characterize the termination of such misunderstandings was marred by the report that General Manager Voorhees had been opposed to ending the strike on the terms laid down by the arbitrators. Further ill-will was manifested when President Wilbur telephoned from Bethlehem: "The men can claim if they wish the settlement of the strike as a victory for them. We know it is not." This was still further prominently brought forth by Vice President Hartshorne, who said in an interview: "I fail to see how anything excepting a complete victory for the company can be taken out of the settlement of the strike. The company does not recede from its position, which has been that employes will be received at any time as individuals representing any particular body of employes, but not representing employes whose occupations are foreign to theirs or as representing labor organizations." Conservative men on the street that have viewed the strike in a disinterested way have been inclined to sympathize with the men. Hence, they were surprised

to hear talk of this kind from the officials of the road. They seem to think that if the company was victorious—which is extremely doubtful—it shows bad taste to crow over the men in their employ. It is estimated that the strike cost the company almost a million dollars.—*Philadelphia North American*.

\*\*\*

The following heart-felt petition from some persecuted Brother will meet with an earnest response from many to whose experience he has given voice:

"O Lord, most mighty most high! we ask Thee to deliver the railroad conductors from the importunities of those who would induce us to allow them to ride free because they ship goods over our road, which they sell at a very high rate of profit to themselves; and from those who have passes for themselves and desire us to carry their entire family and their many friends, thereby jeopardizing our situations. O Lord, shut the mouths of those who abuse us, and call us brutes and liars, when we make them pay half fare for that poor child who is almost crushed into a shapeless mass by a cruel parent to avoid the sharp eye of the conductor and who tell us we are the first to collect fare for that child, after having already told forty conductors the same old story! and, O Lord, the child may, even then, be on its way to buy its wedding outfit! Deliver us from those who sit around the corridors of hotels and boast of how cheap they can ride with us when they know they are falsifiers in Thy sight, and only do it to make themselves appear mighty in the eyes of their friends! Deliver us from those who stick a dollar bill in a mileage book to tempt us to carry them three dollars worth for it, and thus tempt Thy servants to steal for those who are too cowardly to steal for themselves! O Lord, most holy and most high, especially deliver us from that greatest of all abominations—the man or woman who is constantly trying to beat us out of our situations by falsely reporting us to our worthy masters, the management, and too cowardly to sign their contemptible names to the petition which demands our scalps. Teach such disreputable people, O God, that the conductor has a mouth, and that he generally has a family similarly endowed, and that, at times, they get hungry and must have food to fill their empty stomachs, and clothes to cover their nakedness. O Lord, we thank Thee that we have many who realize our arduous position and sympathize with us. We thank Thee that our officials, from the highest to the lowest, fully realize how much we have to contend with and pay no attention to the many letters reporting us, or the lunatic asylum would be filled with crazed

conductors. We thank Thee, O Lord, for the many kindnesses of our officials in not recognizing the many foolish communications they must receive, if all report us who say they will, and to whom we politely give our names, as well as the names and addresses of our officials, to assist them in their nefarious work. Purify and soften their hearts to a sense of justice, O God, and show them that we are not the heartless creatures they would make themselves believe we are, and, O Lord, Thy servants will praise Thy name for ever more, AMEN."

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The convention called to meet in Topeka, Kan., on the 5th inst. to consider a plan for the building of a trunk line from the Dakotas south to the Gulf, was a practical failure, as only twenty-three delegates responded to the call. A plan was adopted, however, of which the following is a brief outline: "The organization will consist of a board of eleven provisional directors, one from each state through which the road is to pass, the board to have full charge of the preliminary work, for which they are to receive legitimate expenses, and \$3 per day for services. It is made their duty to proceed at once to secure necessary charters, procure right of way and establish a bureau of information. The board is empowered to build the road at the lowest possible cost, the ownership to continue in the hands of the directors as trustees, and under no circumstances to be transferred to a corporation or private individual, but it is provided that the government may at any time purchase the road at actual cost. Money is to be provided by popular issue of construction bonds in amounts of \$5 each and multiples thereof up to \$1,000, the bonds to run forty years at 5 per cent. interest. They are first to be offered to the school funds of the several states interested, and if not disposed of in that way, they are to be sold in open market to the best possible advantage. The plan also provides that upon completion of the road only such freight and passenger tariffs should be charged as will pay the actual expenses of operating and the interest. In addition to the main line the scheme provides for lateral lines upon the same conditions wherever a reasonable and general demand exists." The directors named were: North Dakota, E. S. Wallace; South Dakota, E. C. Herried; Nebraska, J. C. Rundell; Kansas, Fred J. Close; Oklahoma, Sidney Clark; Texas, M. H. Kempton; Minnesota, H. Halvorson; Iowa, William Larrabee; Missouri, H. M. Dake; Arkansas, L. P. Featherstone. Another meeting will be held in Topeka, Jan. 4, next.

## ORDER OF RAILWAY CONDUCTORS OF AMERICA.

## MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, December 1, 1893; Expires January 31, 1894.

Assessment No. 273 is for death of John Shultz by Phthisis, Sept. 23.

Assessment No. 274 is for the death of J. D. Demorest by Nephritis, Oct. 3.

## BENEFITS PAID DURING OCTOBER.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
597	269	\$6,000	Death	W. H. English	Diabetes	C3649 C4059	185
598	269	3,000	Death	Wm. Kellogg	Hemorrhage	C2763	57
599	270	3,000	Dis.	R. T. Brown	Loss of Foot	C2284	314
600	269	1,000	Dis.	P. H. Smith	Loss of Foot	A1462	254
601	269	1,000	Death	A. L. Palmer	Typhoid Fever	A1580	115
602	269	1,000	Death	J. W. Morton	Typhoid Fever	A1802	115
603	270	1,000	Death	Joseph Orr	Consumption	A2200	163
604	270	3,000	Dis.	Thos DeLong	Loss of Foot	C1072	97
605	270	1,000	Dis.	W. M. Surgeon	Loss of Foot	A1031	140
606	270	3,000	Death	W. W. VanSant	Spasms	C3430	31
607	271	3,000	Death	Jos. York	Consumption	C3660	32
608	271	1,000	Death	W. E. Burrell	Accident	A814	206
609	271	2,000	Death	W. H. Davis	Heart Dis.	B17	241
610	271	3,000	Death	W. R. Rupert	Typhoid Fever	C1597	30

## NUMBER OF MEMBERS ASSESSED.

Series A, 4,153; Series B, 2,419; Series C, 4,937; Series D, 366; Series E, 99. Amount of Assessment No. 273, \$25,654; No. 274, \$25,752. Total number of members, 12,383.

## FINANCIAL STATEMENT.

Received on Mortuary Assessments to Oct. 31, 1893.....	\$1,374.31 1/2	50
Received on Expense Assessments to Oct. 31, 1893.....	25.995	00
Received on Applications, etc., to Oct. 31, 1893.....	24.439	65
	\$1,424.746	15
Total amount of Benefits paid to Oct. 31, 1893.....	\$1,363.376	00
Total amount of Expenses paid to Oct. 31, 1893.....	54.990	51
Insurance cash on hand Oct. 31, 1893.....	6.379	64
	\$1,424.746	15

## EXPENSES PAID DURING SEPTEMBER.

Postage, \$375; Incidental, \$2 55; Salaries, \$356.67; Fees returned, \$11.00; Stationery and Printing, \$43 75. Total, \$859 69

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months. Salaries includes salary for one member of committee and the Medical Director for last year.

Received on Assessment No. 269 to Nov. 20, .....	\$23,206	00
Received on Assessment No. 270 to Nov. 20, .....	23,109	00
Received on Assessment No. 271 to Nov. 20, .....	9,325	00
Received on Assessment No. 272 to Nov. 20, .....	3,057	00

WM. P. DANIELS, *Secretary*.



#### **Neff.**

For the first time since Division No. 339 was organized, death has invaded its ranks. Bro. C. S. Neff left home Wednesday morning, Nov. 15, and was killed in a wreck at Vincennes, Ind., being buried under seventeen cars. Death was instantaneous. He leaves a widow and aged mother to mourn his loss. Deceased was a great favorite with all classes, and his death was a great shock to all. C. S. Neff was born in Shelby County, Iowa, May 29, 1861, and was in his 33rd year. His remains, together with the remains of his little child, who died last May, were taken to Flora, Ills., for burial. The beautiful and impressive services of the Order of Railway Conductors were read at the grave by the officers of Division No. 339.

#### **Corcoran.**

The home of Brother M. Corcoran and wife was recently made desolate by the death of their infant son. Resolutions expressive of their deep sympathy were passed by the members of Toronto Division at their meeting on Nov. 5, last.

#### **Davis.**

Brother J. Baker Davis, of Des Moines Division No. 38, while in discharge of his duties, fell from his train and was instantly killed Saturday, Dec. 2, 1893, near Panora, Ia., on the D. M., N. & W. Ry. Brother Davis' home was in Des Moines, where he leaves an aged father and mother, a loving wife and son and his only sister, wife of Brother O. O. Winter, Superintendent of the Great Northern at St. Paul, to mourn his loss. Brother Davis was a new member, having joined the Order April 23rd, 1893, and was carrying one certificate in the Mutual Benefit Department. He was also a Mason and K. P., the Masons conducting his funeral assisted by the K. of P. and O. of R. C. Resolutions expressive of the sorrow of his brothers in the Order and of their sympathy with the bereaved ones, were passed at a regular meeting held Dec. 10.

#### **Brinkerhoff.**

Died at Spokane, Wash., Sept. 23, '93, Chas. Benson Brinkerhoff, son of the old and well known conductor, Moses Brinkerhoff, aged 33 years.

Bro. Brinkerhoff was born in St. Joseph, Mo., in 1860. He entered the train service of the Northern Pacific at Duluth, Minn., in 1876, remaining in the employ of that company six years. During that time, while running as baggagemaster, he strained his back lifting a heavy sample trunk, and this apparently trifling injury induced the disease that ended only in death. In December, '92, while in Cleburne, Tex., his condition became so precarious he returned to his parents in Spokane. All that the most skillful physicians could devise, all that love and tenderness could suggest, was done for him, but without avail. He gradually failed till he passed to the longed for rest that comes to those who put their trust in Christ as their Savior.

Deceased was a member of the Order of Railway Conductors, first joining Grier Div. 72, Fargo, N. D., afterwards transferred to Div. 256, Taylor, Tex. The funeral services were under the auspices of Div. 285, Spokane.

To the members of the O. R. C. who have remembered them with words of sympathy and kindness, the stricken family return heartfelt thanks.

#### **Happersett.**

Bro. I. G. Happersett, of Division No. 204, has been bereft by the tragic death of his son, Frank N. Happersett, on Oct. 26, last. The unfortunate young man had been visiting with friends some miles out of Philadelphia and started to walk back along the B. & O. to the nearest street car terminal at a late hour of the night. His mangled body was found the next morning where it had evidently been thrown by passing trains, but as a large sum of money, known to have been in his possession the night before was missing, it was thought he had been murdered and robbed and left on the track to hide the crime. Deceased was an unusually bright and promising young man, only 21 years of age, and his sad death brought sorrow to many outside the immediate circle of relatives and friends. The sympathies of the entire order will go out to the grief-stricken parents, thus called without warning to mourn the loss of a dearly beloved son.

No. 1.

JAN. 1893

VOL. X.

THE

# RAILWAY CONDUCTOR

## •• CONTENTS ••

Miscellaneous .....	1
Legal .....	6
Ladies .....	9
Railroads .....	15
Fraternal .....	18
Exchanges .....	33
Editorial .....	35
Mentions .....	38
Obituary .....	41

DIRECTORY NUMBER.

Published by the



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Organized by railway men in 1888.  
 Authorized Capital Stock \$75,000,000.00.  
 Better than a bank because safer and earnings larger.  
 Better than insurance because you do not need to die to win.  
 Invested mortgage assets \$350,000.00.  
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 Rates of dividend guaranteed. Withdrawals allowed on demand.  
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Hay Fever, Catarrhal Deafness, Coughs, Colds, Bronchitis, Asthma, Headache, La Grippe, Etc.,  
 We mean just what we say. Medicine enough to last four months with each mediator. Price complete by mail \$1.50.  
 The medicine is put on sponge in enlarged part of mediator. Insert twin tubes in nostrils, single tube in mouth, then blow; thus your lungs force highly medicated air into all parts of the head and throat.

**AGENTS ARE REAPING A RICH HARVEST.**

Send for terms, testimonials and further particulars.  
**Ramey & Co., 55 Dearborn street, Chicago.**

MESSRS. RAMEY & CO. AGRA, Kan., June 27, '92.  
 My wife having been troubled with Catarrh for a number of years, and having tried other remedies to no avail, I was advised to try your Mediator, by a friend, and find it a wonderful and perfect cure.  
 Yours respectfully, IRA WYATT,  
 Ag't and Op'r C., R. I. & P. R. R.

**A Test Case—No Cure No Pay.**

RAMEY & CO.  
 I suffered with Catarrh. Throat and Lung trouble for 20 years. Six months ago a friend advised me to try your Mediator. I got one, used it, and am cured and recommend it cheerfully to others.

C. F. BARCOCK,  
 Conductor on the C., B. & Q. R. R.  
 Jan. 8, 1892. Residence, 366 Spring St. Aurora, Ill.

## Jas. Boss Filled Watch Cases

are all gold as far as you can see. They look like solid cases, wear like solid cases, and are solid cases for all practical purposes—yet only cost about half as much as an out-and-out solid gold case. Warranted to wear for 20 years; many in constant use for thirty years. Better than ever since they are now fitted, at no extra cost, with the great bow (ring) which *cannot be pulled or twisted off* the case—the



Can only be had on the cases stamped with this trade mark.



All others have the old-style pull-out bow, which is only held to the case by friction, and can be twisted off with the fingers.

Sold only through watch dealers. Ask to see pamphlet, or send for one to the makers.

**Keystone Watch Case Co.,  
 PHILADELPHIA.**

# Pears' Soap

It is a wonderful soap that takes hold quick and does no harm.

No harm! It leaves the skin soft like a baby's; no alkali in it, nothing but soap.

The harm is done by alkali. Still more harm is done by not washing. So, bad soap is better than none.

What is bad soap? Imperfectly made; the fat and alkali not well balanced or not combined.

What is good soap? Pears'.

All sorts of stores sell it, especially druggists; all sorts of people use it.

## Scott's Emulsion

of cod-liver oil presents a perfect food—palatable, easy of assimilation, and an appetizer; these are everything to those who are losing flesh and strength. The combination of pure cod-liver oil, the greatest of all fat producing foods, with Hypophosphites, provides a remarkable agent for *Quick Flesh Building* in all ailments that are associated with loss of flesh.

Prepared by Scott & Bowne, Chemists,  
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Has been the recognized standard of Smoking Tobacco for over 25 years. Uniformly good and uniformly first. Bright, sweet and fragrant—we invite the most fastidious to test its peculiar excellence.

**Blackwell's Durham Tobacco Co., Durham, N. C.**

OFFICE WORLD'S FAIR

Sept. 15, 1893

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TOBACCO CO.,  
Durham, N. C.**

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We have Smoked up all the Tobacco at the World's Fair, and have unanimously awarded the Gold Medal for Smoking Tobacco to

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## Bull Durham

Congratulating you on your success,  
we remain Yours truly,

COMMITTEE.



For Scalded Hands

For Bruised Fingers

For Chapped Hands

For Sore Hands

For Open Sores and Cuts

There is no such soothing and healing  
remedy as a simple wash with

*Glenn's Sulphur Soap.*

It is suited for all the wants of Railroad  
men—as well as his wife or children—for  
the immediate relief of all Skin Troubles.  
It removes grease and dirt, yet heals at  
the same time. Your Druggist keeps it.

**Sore Throat**

**Lameness**

**Sore Eyes**

**Soreness**

**Catarh**

**Bruises**

**Burns**

**Cuts**

**Piles**

**Female**

**Complaints**

**Rheumatism**

AND ALL

**Inflammation**

Sold only in our own bottles. All druggists.  
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**Obstinate  
Skin**

**Diseases,**

**Itching,**

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**Burns, and**

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speedily yield to the almost magical influence of  
this excellent remedy.

Packer's Cutaneous Charm is sold by Druggists  
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**Packer's  
Tar Soap**

"Excellent in dandruff,  
chafing and itching."  
Medical and Surg. Rep.,  
Phila.

Renew  
Your Subscription  
For the  
Railway Conductor  
Now.

## List of Divisions by States and Provinces.

No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.
	<b>Alabama.</b>		<b>Florida.</b>		<b>Kansas.</b>		<b>Missouri.</b>		<b>N. Carolina.</b>		<b>Tennessee.</b>
334	ale	196	Jacksonville	245	Arkansas City	194	Brookfield	318	Asheville	250	Bristol
186	Birmingham	199	Pensacola	28	Atchison	238	Chillicothe	221	Charlotte	148	Chattanooga
310	Mobile	277	Sanford	265	Chanute	241	De Soto	264	Raleigh	149	Jackson
98	Montgomery			300	Dodge City	39	Hannibal	271	Wilmington	139	Knoxville
185	Selma			338	Eldorado	55	Kansas City			175	Memphis
248	Tuscumbia		<b>Georgia.</b>	330	Emporia	283	Marceline			135	Nashville
				165	Ft. Scott	49	Moberly		<b>N. Dakota.</b>		
		284	Americus	276	Goodland	60	Sedalia	273	Dickinson		
313	<b>Arizona.</b>	180	Atlanta	257	Herington	212	Slater	72	Fargo		<b>Texas.</b>
85	Tucson	202	Augusta	226	Horton	30	Springfield	178	Grand Forks	266	Big Spring
	Williams	71	Columbus	342	Junction City	321	Springfield			262	Cleburne
		123	Macon	151	Neodesha	188	Stanberry			53	Denison
		230	Rome	11	Newton	141	St. Joseph		<b>Ohio.</b>	69	El Paso
		218	Savannah	137	Osawatomie	3	St. Louis	177	Alliance	57	Fort Worth
		311	Way Cross	161	Parsons	42	Trenton	193	Bucyrus	77	Houston
				179	Topeka			292	Chicago Junc.	76	Palestine
332	Jonesboro		<b>Idaho.</b>		<b>Kentucky</b>		<b>Mississippi.</b>	181	Chillicothe	256	San Antonio
131	Little Rock	280	Hope			304	Canton	107	Cincinnati	18	Taylor
51	Pine Bluff	209	Pocatello	133	Bowling Green	231	Meridian	14	Cleveland	116	Temple
250	Texarkana			322	Covington		Vicksburg	20	Collinwood	275	Tyler
269	Van Buren		<b>Illinois.</b>	239	Lexington			100	Columbus		Yoakum
				89	Louisville			145	Conneaut		
111	Los Angeles	127	Amboy	290	Paducah			320	Dayton		<b>Utah.</b>
282	Needles	96	Aurora	297	Somerset			278	Dennison	124	Ogden
195	Sacramento	81	Beard-town				<b>Montana.</b>	109	Galion		
312	San Bernardino	87	Bloomington		<b>Louisiana.</b>	272	Glasgow	299	Lima		
115	San Francisco	112	Centralia	108	New Orleans	191	Glendive	329	Newark		
		298	Champaign			295	Livingston	26	Springfield		
	<b>Canada.</b>	1	Chicago			243	Missoula	270	Toledo		
		41	Chicago		<b>Maine.</b>	294	So. Butte		Youngstown		<b>Vermont.</b>
267	British Columbia.	293	Chicago	66	Portland					233	Bellows Falls
	Vancouver	337	Chicago			173	Chadron	305	La Grande	62	Lyndonville
		222	Chillicothe			343	Fairbury	91	Portland	24	St. Albans
	<b>Manitoba.</b>	63	Clinton			220	Fremont		<b>Pennsylvania.</b>		
47	Winnipeg	118	Danville		<b>Maryland.</b>	227	Lincoln	314	Alleghany City		
		74	Decatur			95	North Platte	172	Altoona		<b>Virginia.</b>
	<b>New Brunswick.</b>	327	Efingham	5	Baltimore	35	Omaha	217	Bennett	158	Alexandria
214	Moncton	260	Forrest	263	Cumberland	126	Wymore	200	Bradford	184	Clifton Forge
219	St. John	215	Freeport			246		156	Carbondale	288	No. Danville
		83	Galesburg		<b>Massachusetts.</b>			201	Chartiers	205	Portsmouth
	<b>N.-W. Territory.</b>	101	Mattoon					331	Columbia	152	Richmond
255	Medicine Hat	308	Mt. Carmel	122	Boston	94	Wadsworth	144	Derry Station	210	Roanoke
		79	Peoria	157	Boston			64	Erie		
	<b>Nova Scotia.</b>	106	Rock Island	146	Fitchburg		<b>N. Hamp'sr</b>	281	Glenwood		<b>Washington.</b>
203	Truro	97	Roodhouse	198	Springfield		Concord	129	Great Bend	323	Sprague
		78	Savanna	237	W			174	Greensburg	249	Tacoma
		206	Springfield	238	Worcester			143	Harrisburg	285	Tekoa
	<b>Ontario.</b>							168	Jersey Shore		
223	Chapleau	125	Andrews		<b>* Mexico.</b>	170	Camden	153	Mauch Chunk		<b>W. Virginia.</b>
286	Ft. William	207	Butler	159	City of Mexico	291	Hoboken	32	Meadville	324	Bluefield
267	Hamilton	191	Elkhart	261	San Luis Potosi	169	Jersey City	326	New Castle	190	Grafton
16	London	315	Evansville			307	Jersey City	163	Oil City	140	Hinton
242	North Bay	254	Frankfort				Phillipsburg	65	Philadelphia	136	Huntington
20	Ottawa	119	Ft. Wayne					114	Pittsburg	183	Keyser
189	Pt. Edward	138	Garrett		<b>Michigan.</b>			229	Reading	234	Martinsburg
13	St. Thomas	120	Huntington	6	Battle Creek			333	Renoro	289	Wheeling
15	Stratford	303	Huntingburg	48	Detroit			10	Sayre		
17	Toronto	103	Indianapolis	192	East Saginaw			12	Scranton		<b>Wisconsin.</b>
345	Toronto Junc.	302	La Fayette	86	Escanaba			187	Sunbury	253	Ashland
344	York	110	Logansport	340	Gladstone			53	Shamokin	346	Baraboo
		213	Michigan City	102	Grand Rapids			21	Tyone	68	Baraboo
	<b>Quebec.</b>	301	Seymour	182	Jackson			160	Wilkes-Barre	113	Janesville
80	Farnham	39	Terre Haute	240	Marquette					61	La Crosse
75	Montreal	339	Washington	306	W. Bay City					82	Madison
88	Point Levis									46	Milwaukee
130	Quebec									274	So. Kaukauna
										211	Stevens Point
										259	Waukesha
	<b>Colorado.</b>										
244	Colo. Springs	228	Belle Plaine		<b>Minnesota.</b>						<b>Wyoming.</b>
44	Denver	31	Boone	336	Duluth						
325	Grand Junc't'n	58	Burlington	117	Minneapolis						
296	La Junta	31	Cedar Rapids	197	Staples						
252	Leadville	33	Clinton	236	St. Cloud						
36	Pueblo	328	Council Bluffs	90	St. Paul						
232	Salida	21	Creston		Waseca						
147	Trinidad	164	Des Moines								
		93	Eagle Grove								
	<b>Connecticut</b>	4	Ft. Dodge								
50	Hartford	268	Marsh a lltwn								
317	New Haven	216	Mario ro								
		84	Ottumwa								
		22	Perry								
	<b>Deleware.</b>	232	Sanborn								
		279	Sioux City								
224	Wilmington	67	Waterloo								

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 J. H. LATIMER, - - - - - Room 90, Laclede Building, St. Louis, Mo.

**Names in FULL FACE type are Cipher Correspondents.**

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Chicago No. 1, Chicago, Ills.	C. C., C. H. Warren, Grand Central Depot. Sec., E. A. Sudd, Room 1, Union Depot. <b>Wm. Kilpatrick</b> , 229 Park ave.	First and Third Sundays, 10:30 a. m. 83 Madison st., opp. McVicker's theater.
Buffalo No. 2, Buffalo, N. Y.	C. C., A. Keating, 458 S. Division st. Sec., <b>H. S. Chapman</b> , 71 Prospect st., Lockport	First, second and fourth Sunday, 2:00 p. m., over 198 E. Seneca street.
St. Louis No. 3, St. Louis, Mo.	C. C., Dell Robinson. Sec., <b>W. F. Lewis</b> , 2849 Russell avenue.	Second and Fourth Sundays, 1:00 p. m. Elk's Hall, over Hogan Theatre, cor. 10th and Pine sts.
Marshall No. 4, Marshalltown, Ia.	C. C., C. Agan, 411 S. Fourth st. Sec., H. McFarlane, 103 S. First st. <b>F. M. Laudon</b> , south 4th st.	First and Third Sundays, 3:00 p. m. A. O. U. W. Hall E. Main st.
Collins No. 5, Baltimore, Md.	C. C., <b>M. Long</b> , 1135 Mount st. Sec., R. Stapleton, St. Denis, Md.	1st and 3d Tuesdays, 8 p. m. Elk's hall, 11 E. Fayette st.
Battle Creek No. 6, Battle Creek, Mich.	C. C., C. W. Shannon, 222 E. Main st. Sec., <b>C. R. Martin</b> , 370 east Main st.	Second and Fourth Sundays, 2:30 p. m. Elk's Hall, cor. Jeff. & Canal st.
Houston No. 7, Houston, Texas.	C. C., J. E. Archer, 1416 Jackson st. Sec., H. B. Johnson. <b>M. E. Carey</b> , 1016 McKee st.	Every Monday, 2:00 p. m.
Rochester No. 8, Rochester, N. Y.	C. C., Wm. Troan, 383½ Troup st. Sec., <b>D. E. Phillips</b> , 4 Rundel Park.	Every Sunday, 3:00 p. m. Reynolds Arcade.
Elmira No. 9, Elmira, N. Y.	C. C., <b>H. C. Hoagland</b> , 614 Park Place. Sec., T. B. Hewitt, 553 Franklin st.	Second and Fourth Sundays, 3:00 p. m. I. O. O. F. Temple.
Southern Tier No. 10, Sayre, Pa.	C. C., J. Galligan, Waverly, N. Y. Sec., G. A. Kennedy, box 297. <b>W. E. Raymond</b> .	First and Third Sunday 3 p. m. Thursday, 7:30 p. m. Burrett—Feed's Hall.
Newton No. 11, Newton, Kas	C. C., Frank Beers, 117 1st st. Sec., C. W. Rankin, 205 W. Broadway.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Lackawanna No. 12, Scranton, Pa.	C. C., F. F. Stevens. Sec., <b>Jno. Henschler</b> , 529 north Lincoln ave.	Second and Fourth Sundays, 2:30 p. m. German I. O. O. F. Hall.
Union No. 13, St. Thomas, Ont.	C. C., <b>T. C. Jones</b> . Sec., J. Mackenzie, box 887.	Every Sunday, 2:00 p. m. Masonic Bldg.
Cleveland No. 14, Cleveland, Ohio.	C. C., J. F. Lahiff, 35 Seymour ave. Sec., C. P. Hodges, 5 Fairfield st. <b>Chris Corlett</b> , 147 Seely ave.	Second and Fourth Sundays, 1:00 p. m. 52 Public Square,
Stratford No. 15, Stratford, Ont.	C. C., M. D. Hushin. Sec., <b>R. T. Buchanan</b> , box 488.	Second and Fourth Sundays, 2:30 p. m. Shakespeare Hall.
London No. 16, London, Ont.	C. C., A. Wiley, 483 York st. Sec., <b>John McAuliffe</b> , 256 Hill st.	First and Third Sundays, 2:30 p. m. K. of P. Hall.
Toronto No. 17, Toronto, Ont.	C. C., W. R. Hill, 291 Palmerston ave. Sec., W. J. Gray, 8 Palmerston ave.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Magnolia No. 18, Temple, Texas.	C. C., G. E. Metts. Sec., <b>Chas. Wreatham</b> .	
Elkhart No. 19, Elkhart, Ind.	C. C., S. J. Guyer, Marion st. Sec., J. T. Wishart, 210 St. Joe st. <b>W. D. Anderson</b> , 322 St. Joe St.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Garfield No. 20, Collinwood, Ohio.	C. C., W. H. Moulton, box 191. Sec., G. B. Carmer, box 40.	Every alternate Tuesday, 2:30 p. m. I. O. O. F. Hall.
Creston No. 21, Creston, Iowa.	C. C., G. M. Loughbridge, cor. Jefferson & Myrtle sts. Sec., F. D. Munson, 501 New York ave. <b>J. B. Rutherford</b> , 212 N. Y. ave.	Fourth Sunday, 2:30 p. m., 2d Monday, 9:30 a. m. G. A. R. Hall.
Mason City No. 22, Sanborn, Iowa.	C. C., G. N. McCulloh. Sec., C. E. Foote, <b>W. H. Weston</b> ,	Second and Fourth Sunday, 2:00 p. m. Masonic Hall.
Sylvania No. 23, Shamokin, Pa.	C. C., S. E. Miller, 924 E. Snnbury st. Sec., E. M. Seitzinger, 230 W. Dewart st.	First and Third Sundays, 10:00 a. m. Kern's Hall.

## THE RAILWAY CONDUCTOR.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
St. Albans No. 24, St. Albans, Vt.	C. C., J. E. Mann, Weldon st. Sec., <b>J. B. Wiley</b> , 34 Upper Weldon st.	First and Third Sundays. Good Templar's Hall.
Maple City No. 25, Watertown, N. Y.	C. C., O. A. Hine, 3 Arcade street. Sec., P. Redmond, 127 Arsenal st. <b>Ed Stevens</b> , Carthage, N. Y.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows Temple.
Toledo No. 26, Toledo, Ohio.	C. C., M. O. Loop, 626 Walbridge ave. Sec., <b>H. O. Wright</b> , care Penn depot.	First Monday, 8:00 p. m.; Third Wednesday, 9:30 a. m. St. George's Hall,
Arnum No. 27, Hamilton, Ont.	C. C., C. W. Flanders, 365 McNab st. No. Sec., A. Cameron, 179 Hess st. No. <b>Jan. Ogilvie</b> , Barton st. E.	Second and Fourth Saturday, 7:00 p. m. Masonic Hall.
Carver No. 28, Atchison, Kas.	C. C., J. J. Kelly, 1101 N. Fifth st. Sec., H. Nesbit, Box 72. <b>W. P. Utley</b> , 711 n 10th st	2d and 4th Sundays, 2:00 p. m. Wellington Hall
Randolph No. 29, Ottawa, Ont.	C. C., F. A. McGuinness, 127 Cedar st. Sec., <b>H. T. F. Moore</b> , 436 Gloucester st.	Second and Fourth Tuesdays, 2:00 p. m. Masonic Hall.
Ozark No. 30, Springfield, Mo.	C. C., S. L. Coover, Station A. Sec., J. L. Litten, 2102 N. Jefferson st.	First and Third Sundays, 2:00 p. m. Cor. 3d & Washington sts.
Star No. 31, Burlington, Iowa.	C. C., P. R. Kelley, 1309 Division st. Sec., M. W. Robinson, 1008 S. Third st. <b>H. H. Goodell</b> , 615 Sumner st.	Every Sunday, 2:00 p. m. K. of P. Hall.
Keystone No. 32, Meadville, Pa.	C. C., M. Hough, 117 Dock st. Sec., G. A. Thompson, 356 Pine st. <b>J. C. Brown</b> , 619 North st.	First Sunday, Third Monday. K. of P. Hall.
Clinton No. 33, Clinton, Iowa.	C. C., F. O. Hicks, 518 Camanche avenue. Sec., <b>C. Wescot</b> , 602 north First st.	2d Monday 10:00 a. m. 4th Sunday, 2:00 p. m. I. O. O. F. Hall.
Boone No. 34, Boone, Iowa.	C. C., F. Champlin. Sec. Wm. L. Butler, <b>W. B. Parkin</b> .	First Sunday, 8:00 p. m. Masonic Hall.
North Platte No. 35, North Platte, Neb.	C. C., <b>H. T. Rice</b> . Sec., W. R. Vernon.	Every Sunday, 2:00 p. m., 3d floor Riverside bl., 10 1/2 N. Union ave.
Arkansas Valley No. 36, Pueblo, Colo.	C. C., H. Hart, 926 Currie ave. Sec., <b>C. J. Wilson</b> , Triangle block.	First and Third Sundays, B. & D. Depot building.
Delaware No. 37, Phillipsburg, N. J.	C. C., L. P. Titus, 416 Spring Garden st. Easton, Pa. Sec., <b>Samuel Phipps</b> , Box 519.	2d & 4th Sundays, 10:00 a. m. Cor. W. 6th & Walnut.
Des Moines No. 38, Des Moines, Iowa.	C. C., Howard Case, 1230 W. Fifth st. Sec., <b>E. J. Cavanaugh</b> , 1442 W. Locust st.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Hannibal No. 39, Hannibal, Mo.	C. C., F. H. Henshaw, 608 Hill st. Sec., J. Mahar, 207 N. 4th st. <b>B. W. Shuttle</b> , 121 South Fourth st.	First and Third Sundays, 3:00 p. m. Masonic Hall, Wabasha street, bet. 3rd and 4th avenue.
St. Paul, No. 40, St. Paul, Minn.	C. C., J. D. Condit, Merchants hotel. Sec., <b>M. N. Goss</b> , 377 Starkey st. Sundays 624 Ohio st.	Second and Fourth Sundays, 10:00 a. m. 4847 State street.
Major Morris No. 41, Chicago, Ills.	C. C., <b>A. J. Aurnand</b> , 4706 Wentworth av. Sec., C. L. Young, Longwood, Ill	First and Third Sundays, 2:00 p. m. 17 Elm street.
Trenton No. 42, Trenton, Mo.	C. C., C. C. Hatch. Sec., E. A. Stone, box 174. <b>S. W. Hinard</b> , lock box 151.	First and Third Sunday, 7:30 p. m. A. O. U. W. Hall.
Central No. 43, East Syracuse, N. Y.	C. C., M. E. Sarr. Ser., J. W. Foot.	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Denver No. 44, Denver, Colo.	C. C., D. A. Clark, 1727 Humboldt st. Sec., C. H. Gardner, 1406 17th st. <b>J. J. Bresnahan</b> , 4712 Stout st.	Second and Fourth Sundays, 2:30 p. m. Odd Fellows Hall.
Chapman No. 45, Oneonta, N. Y.	C. C., W. Hill, Front st. Sec., W. C. Gurney, box 133. <b>Jos. Bedford</b> , 30 south Main st.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
Milwaukee No. 46, Milwaukee, Wis.	C. C., T. W. Tucker. Sec., E. A. Sims, 584 21st st. <b>W. J. Durbin</b> , 726 Clybourn st.	Second Sunday, Fourth Friday, 8:00 p. m. Forrester's Hall, cor. Logan & Main st.
North Star No. 47, Winnipeg, Man.	C. C., H. LaRose, care C. P. R'y. Sec. F. J. Dorsey. 46 Lilly st. <b>W. G. Chester</b> .	First and Third Sunday, 8 p. m. Cowie Block, 42 Grafton ave.
International No. 48, Detroit, Mich.	C. C., E. D. Schaffer, 417 24th st. Sec., <b>F. C. Smith</b> , 70 Woodward avenue.	Every Monday, 1:00 p. m. Hannah's Hall.
Moberly No. 49, Moberly, Mo.	C. C., Sam Paul, 816 W. Rollins. st. Sec., Seth Palmer, 210 N. Brinkerhoff st.	Second and Fourth Sundays, 2:00 p. m. Good Will Hall.
Hartford No. 50, Hartford, Conn.	C. C., W. J. Wallace, 47 Brook st. Sec., <b>C. S. Brigham</b> , 161 Capital avenue.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall.
Tyrone No. 51, Tyrone, Pa.	C. C., Jno. Conaghan. Sec., S. C. Cowen, b 124. <b>B. B. Fry</b> , E. Tyrone.	Second and Fourth Sundays, 2:00 p. m. Engineers' Hall 88 Pike st.
Neversink No. 52, Port Jervis, N. Y.	C. C., N. Decker, Turners N. Y. Sec., <b>I. H. Cole</b> , 26 Prospect st.	1st and 3rd Sundays, 7:30 p. m., 2nd and 4th Sundays, 2:00 p. m. I. O. O. F. Hall.
Lone Star No. 53, Denison, Texas.	C. C., O. S. Darlington, 425 Grundy st. Sec., C. S. Williams, 801 Morgan st. <b>Geo. T. Singer</b> , 216 Main st.,	2d Sunday, 12:00 m. 100 W. 24th, st.
New York City No. 54, New York, N. Y.	C. C., <b>C. H. Dale</b> , 15 Warren st. Sec., C. F. Heitzman, 880 Flushing ave, Brooklyn.	Every Sunday, 2 p. m. 1013 Walnut st.
Kaw Valley No. 55, Kansas City, Mo.	C. C., W. D. Vanbergen, 18 E. 11th st. Sec., <b>Geo. Rose</b> , 18 E. 11th st.	Third Thursday, 7:30 p. m. 73 State st.
Z. C. Priest No. 56, Albany, N. Y.	C. C., J. C. Sheldon, bx 89 Coeyman's Jct., N. Y. Sec., <b>Jno. M. Stearns</b> , 556 Central avenue.	Every Tuesday, 2:00 p. m. K. of P. Hall, Main st.
Evergreen No. 57, Fort Worth, Texas.	C. C., W. R. Bell, 308 Broadway. Sec., R. M. Higgs, 317 South Calhoun st.	First and Third Sundays, 2:30 p. m. Post Office Block.
Valley City No. 58, Cedar Rapids, Iowa.	C. C., E. C. Dailey, 190 1st W. Sec., <b>L. M. Peck</b> , 142 5th av.	Every Tuesday, 7:30 p. m. O. R. C. Hall.
Alamo No. 59, Texarkana, Ark.	C. C., J. W. Carter, Texarkana, Texas. Sec., <b>J. Carmichael</b> , Texarkana, Tex., bx. 33.	

NAME, NO. AND LOCATION.	OFFICERS.	
Queen City No. 60, Sedalia, Mo.	C. C., S. J. Lovitt. Sec., D. A. Williams, 309 E. Third st.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall, 303 Ohio st.
La Crosse No. 61, La Crosse, Wis.	C. C., E. H. Thomas, 412 N. Fourth st. Sec., J. A. Emerson, care C M & St. P. Ry. <b>Jas Gaffey.</b>	First and Third Sundays, 2:30 p. m. 903 Rose st.
Triumph No. 62, Lyndonville, Vt.	C. C., F. E. Stevens. Sec., E. J. Hill, Newport, Ver. <b>R. B. Wetherbee</b> , West Lebanon, N. H.	
Div. No. 63, Clinton, Ill.		
Erie No. 64, Erie, Pa.	C. C., S. F. Lytle, 1815 Myrtle st. Sec., <b>Dan Scarry</b> , 218 W. 17th st.	First and Third Sundays, 1:30 p. m. B. of L. E. Hall.
Campbell's Ledge No. 65, Pittston, Pa.	C. C., Wm. Dougherty, 9 Parsonage st. Sec., <b>W. H. Mathewson</b> , 539 Montgomery st., W. Pittston, Pa.	
Pine Tree No. 66, Portland, Maine.	C. C., C. C. Berry. Sec., S. S. Cahill, box 1063, Brunswick, Maine. <b>W. Sprague</b> , 36 Spring st., Auburn, Me.	Third Sunday, 10:00 a. m. Rosini Hall.
Johnson No. 67, Waterloo, Iowa.	C. C., L. VanVleck, 329 Logan ave. Sec., <b>Geo. O. Miller</b> , 119 Manson st.	Second and Fourth Sundays, 1:30 p. m.
Baraboo No. 68, Baraboo, Wis.	C. C., W. F. Frenz. Sec., W. B. Kendall.	First and Third Sundays, 2:00 p. m. A. O. U. W. Hall.
El Paso No. 69, El Paso, Texas.	C. C., M. Dillon. Sec., <b>A. W. Spencer.</b>	Every Sunday, 2 p. m. K. of P. Hall.
Montezuma No. 70, Las Vegas, N. M.	C. C., R. S. Hays. Sec., C. H. Stevenson, box 171, E. Las Vegas, N. M. <b>C. Oder</b> , East Las Vegas, N. M.	Every Sunday, 2:00 p. m. K. of P. Hall.
Chattahoochee No. 71, Columbus, Ga.	C. C., E. H. Musgrove, Rose Hill. Sec., R. B. Coleman, 1106 Fifth avenue. <b>W. H. Brittingham</b> , 112 15th st	
Greer No. 72, Fargo, N. Dak.	C. C., O. S. Hume. Sec., <b>M. S. Walsh</b> , box 806.	Second and Fourth Sundays, 2:30 p. m. G. A. R. Hall.
Ashtabula No. 73, Ashtabula, Ohio.	C. C., R. Bycraft. Sec., <b>A. E. Belden.</b>	First and Third Sundays, 9:30 a. m. K. of H. Hall.
Henwood No. 74, Decatur, Ills.	C. C., E. H. Jones, 312 Central avenue. Sec., Dan O'Brien, 254 So. Union st. <b>Jas. Crawshaw</b> , 1076 E. William st.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., E. Mundy, 492 Seigneur st. Sec., H. McMillan, 159 Magdalen st. <b>P. Connors</b> , 72 Knox st.	Second and last Tuesday, 1:00 p. m. St. Charles club house. Pt. St. Charles.
San Antonio No. 76, San Antonio, Texas.	C. C., <b>J. Bollons</b> , box 313. Sec., W. A. Shafer, box 313.	Every Saturday, 10:00 a. m. I. O. O. F. Hall.
Palestine No. 77, Palestine, Texas.	C. C., F. E. Denison. Sec., B. F. Blount, box 65. <b>W. C. Galloway.</b>	Every Saturday 7:30 p. m. O. R. C. Hall.
Robinson No. 78, Savanna, Ills.	C. C., A. E. Hodges, box 428. Sec., <b>A. W. Sims</b> , box 99.	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., B. W. Thompson, 507 Fourth st. Sec., <b>J. R. Nelson</b> , 317 Morgan st.	Second and 4th Sundays, 10:00 a. m. 108 S. Adams street, third floor.
West Farnham No. 80, Montreal, P. Q.	C. C., E. R. Parsonage. Sec., T. Loisel. <b>J. E. Cunningham</b> , 97 Osborne st.	Third Sunday 1:00 p. m. G. A. R. 411 St. James st.
Friendship No. 81, Beardstown, Ills.	C. C., C. Ireland. Sec., Peter Beck. <b>C. C. Parker.</b>	Second and Fourth Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willott, 24 N. Canal st. Sec., <b>Jerry Mullen</b> , 405 W. Washington ave.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., G. F. Conley, 710 Knoxville Road. Sec., C. E. , 708 E. Brooks st. <b>O. N. Marshall</b> , 216 Ferris st.	Second and Fourth Saturdays, 7:30 p. m. O. R. C. hall, 31 N. Prairie st.
Perry No. 84, Perry, Iowa.	C. C., <b>E. L. Moore</b> , box 583. Sec., H. P. Ward, box 621.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Williams A. T.	C. C., C. S. McCormick. Sec., C. R. Perry, box 7, Winslow, A. T. <b>C. H. Richardson.</b>	Every Sunday, 9:00 a. m. Wood's Hall.
Delta No. 86, Escanaba, Mich.	C. C., S. J. Murphy, box 119. Sec., <b>E. A. Lloyd</b> , 308 Jennie st	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., A. W. Dunsmore, 1006 E. Grove st. Sec., <b>Thos. Deane</b> , 707 W. Graham st.	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall.
DeFries No. 88, Point Levis, Que.	C. C., J. Huppe, box 22 South Quebec, P. Q. Sec., John Barry, Levis, P. Q.	Second and Fourth Sundays. B. of L. E. Hall.
Monon No. 89, Louisville, Ky.	C. C., <b>J. G. Harrison</b> , 1342 12th st. Sec., C. S. Dodson, 224 E. Oak st.	Every Sunday at 9:30 a. m. Fall City Hall. Market st.
Waseca No. 90, Waseca, Minn.	C. C., R. J. Mann. Sec., <b>M. J. Hanson</b> , box 47.	Second and Fourth Sundays, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., <b>Sam Stewart</b> , Union depot. Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 2:00 p. m. Elk's Hall 2d. st.
Terre Haute No. 92, Terre Haute, Ind.	C. C., F. L. Campbell, 1240 N. 4th st. Sec., <b>W. J. Strang</b> , 674 Wabash ave.	First and Third Sundays, 9:00 a. m. O. R. C. hall, Cor 7th st. & Wabash av.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., E. A. Weston, box 576. Sec., W. P. OHara, box 694. <b>J. A. McGonagle</b> , 713 Neb. st., Sioux City, Ia.	Fourth Sunday, 2:00 p. m. Odd Fellow's hall, cor. 6th & Market st.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Geo. C. Cornwall No. 94, Wadsworth, Nev.	C. C., G. E. McClure, Winnemucca, Nevada. Sec., H. I. Charter. <b>Geo. Shultz.</b>	Second & Fourth Sunday each month. 3:00 p. m. Staunton's hall.
Harvey No. 95, McCook, Neb.	C. C., C. W. Bronson. Sec., A. G. King. <b>C. W. Bronson.</b>	Second and fourth Mondays, 10:00 a. m. Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., C. D. Judd, 54 Black Hawk st. Sec., C. D. Rossetter, 154 5th st. <b>Thos. Flynn</b> , 279 Grant st.	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor.
Roodhouse No. 97, Roodhouse, Ill.	C. C., W. E. S. Gibson, box 321. Sec., G. W. Bracey. <b>H. A. Perry</b> , bx 185.	Every Saturday. K. of P. hall. at 7:30 p. m.
Montgomery No. 98, Montgomery, Ala.	C. C., W. Nabors, 307 Herron st. Sec., <b>J. C. Elliott</b> , 325 Catoma st.	First and Third Saturdays, 8:00 p. m.
Milbank No. 99, Milbank, Dak.	C. C., Wm. Crooker. Sec., L. Williams. <b>Fred Holzer.</b>	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Hollingsworth No. 100, Columbus, O.	C. C., Mark Wild. Sec., <b>Chas E Hagon</b> , 38 W. Mound st.	Second and Fourth Sundays I. O. O. F. hall, So. High st.
Mattoon No. 101, Mattoon, Ill.	C. C., J. W. Mansfield. Sec., <b>W. W. Simpson</b> , 10 Shelby st.	Meets First and Third Sundays, 1:00 p. m. K. of P. h. hall.
Oatley No. 102, Grand Rapids, Mich.	C. C., F. Volkert, 554 S. Division st. Sec., S. H. Wallize, 601 S. Ionia st. <b>Wm. J. Pangborn</b> , 182 Cherry st.	First and third Sundays, 10:00 a. m. Campan blk., S. Division st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., O. T. Johnson, 94 Spann ave. Sec., <b>H. M. Mounts</b> , 450 Broadway.	First and Third Sundays, 2:00 p. m. New hall, English Opera blk. 94 no. Meridian st.
Millard No. 104, Middletown, N. Y.	C. C., J. E. Brazee. Sec., <b>Wm. Faulkner</b> , 18 Charles st.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., D. B. Griffin. Sec., <b>H. E. Harris.</b>	Second and Fourth Sundays, 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., Jno. E. Baker, 1110 2d ave. Sec., G. T. Sewall, box 529, Eldon, Ia.	First Sundays, 2:30 p. m.; Third Sun- day, 7:30 p. m. A. O. U. W. hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., W. A. Fox, 335 Kenyon ave. Sec., J. A. Conley, Riverside, Ohio. <b>Jno. Conley</b> , Grand Central depot.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows hall, 6th and Walnut streets.
Crescent City No. 108, New Orleans, La.	C. C., W. Quinn, care Chas. Haifeigh, Morgan Ferry landing. Sec., <b>M. H. Neuhauser</b> , 535 Marais street.	First and Third Mondays, 11:00 a. m.
Crawford No. 109, Galion, Ohio.	C. C., W. S. Taylor. Sec., L. S. Nelson, L. box 863, Bellfontaine, Ohio. <b>Robt. Crowley.</b>	First and third Sundays, 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., P. E. Weise, 1128 High st. Sec., <b>E. W. Alexander</b> , 1120 North st.	Second Sunday, 327 Market st. 2:00 p. m. Fourth Tuesday 7:30 p. m.
Los Angeles No. 111, Los Angeles, Cali.	C. C., J. J. Finn, care S. P. depot, San Fernando st. Sec., <b>J. W. Benjamin</b> , box 935, 118 Winston st.	First and Third Saturday 7:30. 107 1/2 North Main street.
Centralia No. 112, Centralia, Ill.	C. C., C. C. Davis. Sec., <b>J. L. Davis</b> , 1 box 52.	First and Third Sunday, 7:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., <b>L. M. Thomas</b> , 25 Lincoln st. Sec., A. J. Philips, care 109 Pleasant st.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall, 61 Milwaukee st. west.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., John Walters, room 11 Union Station. Sec., G. E. Vance, 1309 11th St., Altoona, Pa. <b>Geo. G. Good</b> , room 11, Union Station.	First and third Sundays, 10:00 a. m. U. V. L. Hall, 77 Sixth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., T. Billingslea, 317 Turk st. Sec., <b>J. T. Marr</b> , 364 E. 11th st. Oakland, Cal.	1st, and 3d, Saturday, 7:30 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., C. T. Moore. Sec., W. J. Wright, box 405.	
Minneapolis No. 117, Minneapolis, Minn.	C. C., G. M. Miles, 2106 Third avenue so. Sec., <b>Geo. J. Pfeiffer</b> , 1844 E. 26th st. S.	Second and Fourth Sundays, 2:00 p. m. Elks hall 101 Washington avenue. S.
Danville No. 118, Danville, Ill.	C. C., Otto Smith. Sec., <b>E. S. Davis</b> , 610 N. Kimball st.	Second and Fourth Sundays, 2:00 p. m. K. of H. hall.
Wayne No. 119, Ft. Wayne, Ind.	C. C., <b>W. C. Smith</b> , 9 north Cass. Sec., C. N. Taylor, 86 Wells st.	Every Sunday, 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., J. M. Sewell, box 557. Sec., <b>W. C. Hall</b> , 61 S. Jefferson st.	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, Dak.	C. C., Wm. Marston. Sec., J. R. Hinman.	Second and Fourth Sundays, 9:30 a. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., A. E. Holden, Park Sq. Station, O. C. R'y. Sec., <b>C. D. Baker</b> , Tenney Court, Somerville.	Third Sunday, 2:00 p. m. K. of H. hall, 730 Wash. st.
Macon No. 123, Macon, Ga.	C. C., J. M. Norman, care J. S. & S. R'y. Sec., C. L. Bruner, box 425.	First and Third Sundays, 2:00 p. m. 2d and 4th Sunday 10:15 a. m. I. O. O. F. hall, cor Mulberry st. and Cotton av.
Wahsatch No. 124, Ogden, Utah.	C. C., E. S. Crocker, 137 26th st. Sec., J. F. Perry, box 331. <b>J. W. Metcalf</b> , box 396.	First Sunday, 1:30 p. m.; Third Satur- day, 7:30 p. m., Castle hall, Fourth st.,
Friendly Hand No. 125, Andrews, Ind.	C. C., J. C. Brinsley. Sec., J. K. Webb. <b>C. H. Thornburg.</b>	First and Third Wednesday, and Sec- ond and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., C. C. Kiser, 1436 S. Ninth st. Sec., E. A. Toggburg, 1120 so. 9th st. <b>M. J. Roche</b> , 1436 so. 9th st.	First and Third Sundays, 2:00 p. m. 1623 Farnham st.

# THE RAILWAY CONDUCTOR.

1

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Wylie No. 127, Amboy, Ill.	C. C., A. A. Graves, box 438. Sec., <b>C. D. Knowles</b> , box 343.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall.
Cheyenne No. 128, Cheyenne, Wyo.	C. C., E. D. Woodmansee, 1912 Central ave. Sec., E. B. Bond. <b>W. A. Mills.</b>	1st, 9th, 17th and 25th of each month. 2 p. m. K. P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., <b>E. F. Wilmot</b> , Halstead, Pa. Sec., Thos. Summerton, box 104.	First and Third Sundays, 12:30 p. m. W. J. Day's hall, Main st.
Stadacona No. 130, Quebec, P. Q.	C. C., E. Reynolds, 2½ Palace street. Sec., <b>Eugene McKenna</b> , 15 St. Famille st.	
Little Rock No. 131, Little Rock, Ark.	C. C., A. H. Dougherty. Sec., <b>S. C. Paine</b> , care Laclede hotel. Telegraph address Argenta, Ark.	Second, and Fourth Sundays, at 2:00 p. m. First and Third Sundays 7:30 p. m. O. R. C. hall, 1000 W. Mark- ham st.
Salida No. 132, Salida, Colo.	C. C., W. H. Thomas Sec., <b>C. L. Shively</b> , box 512.	Second and Fourth Sundays, 10:00 a. m. Dury Blk. 1st st., bet. F. & G
Bowling Green No. 133, Bowling Green, Ky.	C. C., W. C. Haight. Sec., <b>J. C. Willett</b> , box 143.	Every Sunday, 9:30 a. m. Wrights hall.
Bellevue No. 134, Bellevue, Ohio	C. C., Geo. W. Martin. Sec., <b>L. C. Brown</b> , box 177.	Every Monday, 2:00. K. of P. hall.
Rock City No. 135, Nashville, Tenn.	C. C., R. L. Cully, 1306 Hines st. Sec., <b>W. N. Billings</b> , 1209 S. Market st.	First and third Sunday 1:30 p. m. Pyth- ian Hall, Union street.
Ashton No. 136, Huntington, W. Va.	C. C., T. K. Hunsaker, Ashland, Ky. Sec., E. Bray, 1307 6th av. <b>R. H. Williamson</b> , 720 6th av	First and Fourth Sunday, 2:00 p. m., Flooding hall, 3d av.
Osawatomie No. 137, Osawatomie, Kans.	C. C., W. J. Donovan. Sec., <b>S. E. Ridlon</b> .	1st and 3d Monday at 7:00 p. m. Workman hall.
Britton No. 138, Garrett, Ind.	C. C., W. R. Hayes, box 254. Sec., J. H. Barnville, 1 box 44. <b>J. M. Elder</b> , Chicago Junction, O.	Second and Fourth Sundays. O. R. C. hall.
Stanton No. 139, Knoxville, Tenn.	C. C., J. S. Henry, 45 Broad st. Sec., W. B. Caldwell, 802 Maple st. <b>R. J. Yearwood</b> , 45 Broad st.	Second and Fourth Sundays, 9:00 a. m. I. O. O. F. hall.
New River No. 140, Hinton, W. Va.	C. C., A. A. Riddleberger. Sec., J. G. Cooke, box 91.	Second and Fourth Sundays, 2:00 p. m.
St. Joseph No. 141, St. Joseph, Mo.	C. C., J. B. Call. Sec., L. F. Eib, 903 Charles st.	Every Sunday, 2:00 p. m. Geiwitz Hall cor. 10th & Olive sts.
Laramie No. 142, Rawlins, Wyo.	C. C., H. J. Zipt. Sec., Harvey Simpson, box 64, <b>L. C. Kelley</b> .	Every Wednesday, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143, Harrisburg, Pa.	C. C., W. B. Gibbons, 622 Pepper st. Sec., Geo. I. Wood, 1624 No. Third st. <b>Alex H. Eastright</b> , 1221 Wallace st.	Second Tuesday, fourth Friday at 7:30. Clark Sibles' hall, S. E. corner Third & Cumberland sts.
Derry No. 144, Derry Station, Pa.	C. C., A. P. Shaffer. Sec., C. S. Shaffer, box 28.	1st & 3d Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145, Conneaut, O.	C. C., H. D. Haight, box 292. Sec., <b>W. E. Bender</b> , box 251.	Every Wednesday, G. A. R. hall, Main st.
E. A. Smith No. 146, Fitchburg, Mass.	C. C., J. N. Boudreau, 20 Walnut st. Sec., <b>J. J. Sullivan</b> , 2 Avon place.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147, Easton, Pa.	C. C., P. Warner, 43 Madison st. Sec. <b>P. P. Gulick</b> , 724 Ferry st.	Second and Fourth Sunday, 2:00 p. m. Drake's Bldg. S. Third st.
Lookout No. 148, Chattanooga, Tenn.	C. C., J. A. Stone, 125 Florence st. Sec., <b>R. B. Stegall</b> , 417 Gillespie st.	First and Thjrd Sunday, 2:00 p. m.
Jackson No. 149, Jackson, Tenn.	C. C., J. D. Morgan, 189 Poplar st. Sec., J. E. Barry, 418 S. Market St. <b>C. R. Martin</b> , 138 Prince Edward st.	Every Saturday, 7:00 p. m. I. O. O. F. hall.
Kincaid No. 150, Utica, N. Y.	C. C., Frank E. Green. Sec., <b>F. E. Tewsbury</b> , 15 Roberts st.	Second & Fourth Sunday, 2:00 p. m. I. O. O. F. hall.
Two Harbors, No. 151, Neodesha, Kansas.	C. C., M. M. Thorp. Sec., C. H. Long.	
Richmond No. 152, Richmond, Va.	C. C., J. T. Cook, Manchester, Va., care R. & D. y'd Sec., <b>Jas. E. Puller</b> , 1812 E. Broad st.	Third Sunday, 2:00 p. m.; First Monday 10:00 a. m., I. O. O. F. hall, cor Franklin & Mayo sts.
Division No. 153, Mauch Chunk, Pa.	C. C., Wm. Zerbey. Sec., E. H. Blakslee, E. Mauch Chunk, Pa. <b>D. I. Dugan</b> , East Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154, Binghamton, N. Y.	C. C., J. Bowrosan, care Crandall House. Sec., W. E. Carpenter, Montrose, Pa. <b>Polk Palmer</b> , Susquehanna, Pa.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155, Syracuse, N. Y.	C. C., W. J. Cochrane, 70 Orchard st. Auburn, N. Y. Sec., <b>Byron Hart</b> , 212 Fitch st.	First and Third Sunday, 2:00 p. m. Over D. L. & W. Depot.
Pennsylvania No. 156, Carbondale, Pa.	C. C., P. F. Storch, 141 8th av. Sec., W. H. Moyles, 80 Spring st. <b>Boyd Case</b> , 16 Darle ave.	Second and Fourth Sundays, 2:00 p. m. Mitchell's hall.
New England No. 157, Boston, Mass.	C. C., A. H. Brown, care F. R'y. Sec., <b>W. R. Mooney</b> , 34 Merrimac st., Nashua, N. H.	Fourth Sunday 10:30 a. m. K. of H. hall. 730 Washington st..
Alexandria No. 158, Alexandria, Va.	C. C., A. A. Davis, 924 Duke st. Sec., W. B. Smithers, Strasburg, Va.	Second and Fourth Sundays, I. O. O. F. hall,
City of Mexico No. 159, City of Mexico, Mexico.	C. C., H. H. Greenleaf, box 256. Sec., W. C. Bradley, box 256.	First and Third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independen- cia No. 3.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Wyoming Valley No. 160, Wilkesbarre, Pa.	C. C., <b>Jas. Finley</b> , 26 Pearl st. Sec., J. H. Keithline, 235 South st.	1st & 3 Sunday, 1:30 p. m. Osterhout Hall. E. Market st. & Public Square.
Parsons No. 161, Parsons, Kans.	C. C., E. L. Green, 1419 Forest ave. Sec., H. E. Brown, 1800 Morgan ave. <b>W. K. Maxwell</b> .	Second and Fourth Mondays, 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162, Philadelphia, Pa.	C. C., W. Nunnemaker, 3033 Stile st. Sec., <b>W. J. Maxwell</b> , 144 Highland avenue, Chestnut Hill, Philadelphia.	Alternate Sundays, commencing Jan. 3d, 2:00 p. m. Dental hall, N. E. cor 13th & Arch sts.
Oil City No. 163, Oil City, Pa.	C. C., J. M. Richards. Sec., <b>C. W. Stone</b> , 418 North st.	First Sunday, 4:00 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., <b>Jas. Sterling</b> . Sec., E. G. Yoakum, box 397.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., H. P. Galer, 20 so. Little st. Sec., A. G. Marvel, 1120 E. Wall st. <b>J. A. Slaight</b> , 24 so. Little st.	First and Third Sunday, 9:30 a. m. I. O. O. F. hall, 10 Scott avenue.
Licking No. 166, Newark, Ohio.	C. C., <b>S. F. Moore</b> , 33 Clinton st. Sec., Jno. Thornton, care Yearley House.	First and third Sunday, 1:30 p. m. Miller hall.
Frontier City No. 167, Oswego, N. Y.	C. C., J. G. Palmer, Norwich, N. Y. Sec., J. Donovan, 239 W. 7th st.	Second and Fourth Sundays, at 4:00 p. m. Engineer's hall, N. Y. O. & W. bldg, East Oswego.
Shore No. 168, Jersey Shore, Pa.	C. C., I. Bourn. Sec., W. H. Smith. <b>J. L. Boyer</b> .	First and Third Sundays, 2:00 p. m.
Neptune No. 169, Jersey City, N. J.	C. C., Wm. P. Lawrence, 335 Varick st. Sec., A. Mitchell, 313½ 6th st., Jersey City, N. J. <b>Robt. McDonald</b> , 335 Varick st.	First and Third Sundays, 2:30 p. m. Roche's Hall, Grove & Morgan sts.
Camden No. 170, Camden, N. J.	C. C., A. E. Ludlow. Sec., <b>J. P. Ancker</b> , box 478 Mt. Holly, N. J.	First and Third Sunday, 1:30 p. m. Fourth Monday, 10:30 a. m. O. R. C. hall, Front & Market st.
Thos. Dickson No. 171, Troy, N. Y.	C. C., Jno. Donnelly, 49 Jas. st. Green Island N.Y. Sec., <b>D. O. Gibbs</b> , 244 Ninth avenue.	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172, Altoona, Pa.	C. C., L. Wissenger, 2113 9th ave. Sec., J. A. List, 1200 Seventeenth st. <b>Wm. Bowen</b> , 2307 Thirteenth ave.	1st Sat'y 7:30 p. m. 3d Sunday 2:30 p. m. Metcalfe hall, cor Union ave and 16th st.
Long Pine No. 173, Chadron, Neb.	C. C., <b>A. M. Wright</b> . Sec., A. F. Bowering.	Every Sunday. 9:00 a. m. Castle hall.
Greensburg No. 174, Greensburg, Pa.	C. C., J. Baughman. Sec., C. F. Keeley.	Second and Fourth Sundays. 2:00 p. m.
Memphis No. 175, Memphis, Tenn.	C. C., W. B. Learned, 354 Virginia ave. Sec., B. J. Jacoway, 263 Rayburn ave. <b>Z. J. Goodwin</b> , 281 Georgia st.	Every Sunday, 2:00 p. m. K. of P. hall, Hernando st.
Corning No. 176, Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., <b>C. K. Lathrop</b> , 24 E. Erie avenue.	First and Third Sundays, 2:00 p. m. Ansorge block
Alliance No. 177, Alliance, Ohio.	C. C., P. B. Bowers, no. Webb ave. Sec., <b>M. B. Mathews</b> , 734 Patterson st.	First and third Sunday, 1:00 p. m. K. of P. hall, E. Main st.
Great Northern No. 178, Grand Forks, N. Dak.	C. C., Jno. Decker, 607 no. 3d st. Sec., <b>L. F. Vandusen</b> , 17 Cottonwood st.	1st & 2d Sunday. K. of P. Hall, Third street.
Topeka No. 179, Topeka, Kans.	C. C., J. H. Dodd, No. Topeka, Kas. Sec., <b>T. P. Kelly</b> , 227 Taylor st.	First, 2d, 3d, and 4th Sundays, 10 a. m. Redmen's hall, 620 Kansas ave.
Atlanta No. 180, Atlanta, Ga.	C. C., <b>E. H. Acker</b> , 318 E. Fair st. Sec., J. W. Humphries, 211 W. Hunter st.	Every Sunday, 2:00 p. m. I. O. O. F. hall, Alabama and Whitehall sts.
Chillicothe No. 181, Chillicothe, O.	C. C., P. Dorsey, Main st. Sec., O. T. Dewey, 308 E. Second st.	Second and Third Sunday. I. O. O. F. hall.
Wolverine No. 182, Jackson, Mich.	C. C., W. McKain, 307 E. Trail st. Sec., F. A. Birdsell, 110 Seymour ave. <b>A. Swidensky</b> , 311 Oak street.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A. O. U. W. hall, Mechanic and Main sts.
Knobley No. 183, Keyser, W. Va.	C. C., Jno. O'Brien. Sec., J. W. Matlick, box 167.	First and Third Sunday 1:30 p. m. Clemen's hall cor. Main and Cet'r sts.
Blue Ridge No. 184, Clifton Forge, Va.	C. C., S. C. Buster. Sec., W. H. Lewis, box 497.	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Lanier No. 185, Selma, Ala.	C. C., W. H. English, 1221 Alabama st. Sec., A. M. Sledge, 660 Parkman st.	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Birmingham No. 186, Birmingham, Ala.	C. C., H. L. Jordan, box 2, Woodlawn, Ala. Sec., Geo. Lumpkin, box 757. <b>J. N. Brooks</b> , 1919 Avenue C.	Second and Fourth Sundays, 2:00 p. m. K. P. hall, 1st ave. between 19th and 20th streets.
Sunbury No. 187, Sunbury, Pa.	C. C., J. H. Ellenberger, Third st. Sec., E. M. McAlpine, Northumberland, Pa. <b>Geo. Ammerman</b> .	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A hall, over Snyder & Co., Market st.
Stanberry No. 188, Stanberry, Mo.	C. C., T. J. Preston, box 471. Sec., A. F. Wilson, box 172.	Second and Fourth Sundays. 2:00 p. m. Trainmen's hall.
Frontier No. 189, Pt. Edward, Ont.	C. C., S. K. McCaw, bx 318, Sarnia, Ont. Sec., <b>Jas. B. Richardson</b> , box 318, Sarnia, Ont.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Grafton No. 190, Grafton, W. Va.	C. C., M. H. Shields, Washington st. Sec., <b>Z. C. Martin</b> , box 215.	Every Saturday & 1st Monday 7:30 p. m. Brinkman's hall.
Yellowstone No. 191, Glendive, Mont.	C. C., J. M. Rapelje. Sec., <b>W. W. Berry</b> .	First and Third Wednesday, 2:00 p. m. Masonic Temple.
East Saginaw No. 192, East Saginaw, Mich.	C. C., <b>F. Cogswell</b> , 307 Farwell st, Sag- inaw, Mich., East Side. Sec., T. A. McCarthy, 1009 Carroll st. Saginaw, [Mich., East Side.	First and Third Sunday, 1:00 p. m. K. P. hall, N. Washington st..

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Bucyrus No. 193. Bucyrus, O.	C. C., A. J. Wurzanf, box 644. Sec., W. H. Miller, box 996. <b>A. H. Gardner.</b>	First and third Sundays, 2:00 p. m. Masonic Hall.
Boookfield No. 194. Brookfield, Mo.	C. C., J. F. Doan. Sec., J. J. Bryant. <b>J. Dalley.</b>	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Sierra Nevada No. 195. Sacramento, Cali.	C. C., J. D. Hatch, 821 H st. Sec., G. F. Willingham, 1805 O st.	Second and Fourth Sunday, 7:30 p. m. Y. M. I. hall, 7th st.
St. Johns No. 196. Jacksonville, Fla.	C. C., C. H. Burrows. Sec., <b>Geo. C. Floyd</b> , care J. St. A. & H. R. Ry.	First and Third Sundays, 9:00 a. m. K. of P. hall, Reed bldg.
Brainerd No. 197. Staples, Minn.	C. C., R. Tufts. Sec., J. B. Quimby, 1 box 126. <b>H. J. Porter.</b>	First and Third Sunday, 9:30 a. m.; I. O. O. F. hall.
Springfield No. 198. Springfield, Mass.	C. C., C. D. Anderson, 18 Bond st. Sec., A. P. Abbott, 34 Greenwood st. <b>F. H. Newton</b> , 34 Greenwood st.	2d Sunday, 2:00 p. m. B. & A. Granite building.
Pensacola No. 199. Pensacola, Fla.	C. C., E. A. Wallace, 614 N Haynes st. Sec., A. A. Smith, 207 E. Gadsden st. <b>Frank Matthews.</b>	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Bradford No. 200. Bradford, Pa.	C. C., F. M. Brown, 30 Ellen st. Sec., <b>H. N. Richmond</b> , care B. B. & K. R'y.	First and Third Sundays, 2:00 p. m. Odd Fellows' Hall, Main st.
McKees Rocks No. 201. Chartiers, Pa.	C. C., J. E. McGough. Sec., M. S. Simcox. <b>D. H. Speer</b> , Albert st., 32d ward Pitts burgh, Pa.	First and third Sunday 7:30 p. m. Genche's hall.
Augusta No. 202. Augusta, Ga.	C. C., S. L. Hollingworth, 941 Calhoun st. Sec., <b>Jno. Hobbs</b> , 139 E. Hunter st. Atlanta, Ga.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis & Jackson st.
Howe No. 203. Truro, N. S.	C. C., H. D. Archbald. Sec., W. McClafferty, box 110.	McKay's hall, Inglis st.
Quaker City No. 204. Philadelphia, Pa.	C. C., H. C. Rohrer, 836 No. 41st st. Sec., <b>R. T. Tideman</b> , 3695 Melon st.	Alternate Sundays, commencing Feb 8th, 1891. at 2:00 p. m. Dental hall 21 W. cor 13th and Arch sts
R. E. Lee No. 205. Portsmouth, Va.	C. C., R. G. Waddy, 312 Willoughby av., Norfolk, Va. Sec., C. B. Armes, box 42 Crewe, Va. <b>E. B. Lewis.</b>	2d & 4th Sunday 1:30 p. m. Ashton hall, 305 High st.
Lincoln No. 206. Springfield, Ills.	C. C., J. H. Hunt, 915 E. Capital ave. Sec., F. G. Schmitt, 1112 E. Monroe st. <b>Wm. Reilly</b> , 1409 E. Washington st.	2d & 4th Sunday, at 2:00 p. m. Redmen's hall, cor. 5th and Monroe sts.
Butler No. 207. Butler, Ind.	C. C., C. M. Yard. Sec., <b>Geo. F. Stoner.</b>	Second & Fourth Sundays, at 9:00 a. m. First and Third Mondays at 7:00 p. m.
Palmetto No. 208. Charleston, S. C.	C. C., Geo. W. Gruber. Sec., H. L. Pinckney, 2 Broad st.	First and Third Sundays at 11 a. m. Irish Vol. Hall, Vanderhorst st.
Pocatello No. 209. Pocatello, Idaho.	C. C., C. E. Benjamin. Sec., A. E. Cruse. <b>J. T. Woods.</b>	Every Sunday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210. Roanoke, Va.	C. C., <b>J. W. Bondurant</b> , care N. & W. R. R. Sec., J. F. Drish, 719 Second avenue, S. W.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall.
Stevens Point No. 211. Stevens Point, Wis.	C. C., C. G. Murray. Sec., G. W. Sweetman. <b>E. J. Hamilton</b> , 479 Cass st, Milwaukee, Wis.	Every Tuesday evening. Good Templars hall.
Slater No. 212. Slater, Mo.	C. C., A. C. Reynerson, box 515. Sec., <b>I. M. Bilea</b> , box 526.	Second and Fourth Mondays, 2:00 p. m. 1st and 3d Sundays, K. of P. hall.
Barker No. 213. Michigan City, Ind.	C. C., Wm. Bouchard. Sec., <b>W. C. Bush</b> , box 320.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, cor. Mich. and Frank- lin streets.
Bartlett No. 214. Moncton, N. B.	C. C., John Coffey. Sec., <b>P. E. Heine</b> , box 102.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215. Columbia, S. C.	C. C., O. E. Hughes, 54 Harden st. Sec., M. B. Green, 60 Senate st.	2d & 4th Saturday, 8:00 p. m. K. of P. hall, Opera House bldg.
Ottumwa No. 216. Ottumwa, Ia.	C. C., T. Minahan 430 E. Main st. Sec., D. C. DuBois, Lamborn st.	Second and Fourth Mondays, 2:30 p. m. K. of P. hall, cor. Main and Green sts.
Anchor Line No. 217. Bennett, Pa.	C. C., <b>E. R. Emery</b> , 247 44th st, Pittsburg, Pa. Sec., W. H. Baird, 327 Renfrew st, Pittsburgh, Pa.	2d & 4th Sunday, 1:00 p. m. Opera House Block.
Savannah No. 218. Savannah, Ga.	C. C., C. T. DeGraffenried, Davis Bros., Wadley, Ga. Sec., <b>Jules Bacot</b> , 188 Lincoln st.	Second and Fourth Sundays, 10:00 a. m. K. of P. hall, cor. Barnard and York sts.
New Brunswick No. 219. St. John, N. B.	C. C., James Millican. Sec., F. J. McPeake, St. John street, West Side.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
Fremont No. 220. Fremont, Nebr.	C. C., W. P. Foote. Sec., E. E. Boggs, 620 E. Second strset.	First and Third Sundays.
Charlotte No. 221. Charlotte, N. C.	C. C., R. W. Moore, box 132 N. Danville, Va. Sec., J. H. Smith, 209 W. Seventh st. <b>T. P. Ross</b> , 515 N. Church st.	First and Third Sundays, 2:00 p. m. Masonic hall.
Illinois Valley No. 222. Chillicothe, Ill.	C. C., T. M. Thatcher, Sec., F. W. Kimball, 422 44th st., Chicago. <b>John C. Hiddell.</b>	1st and 3d Sundays, 2:00 p. m. 2d and 4th Monday 7:30 p. m. Frederick's hall.
Algoma No. 223. Chapleau, Ont.	C. C., A. J. Albrant, box 108. Sec., H. L. Nicholson, box 128.	Second and Fourth Wednesdays. O. R. C. hall.
Wilmington No. 224. Wilmington, Del.	C. C., C. F. Sherburne, 910 Jefferson st. Sec., <b>F. J. Boylan</b> , 914 Linden street.	First and Third Sundays. U. V. L. Hall, 625 Market st.
Steuben No. 225. Hornellsville, N. Y.	C. C., B. F. Collins, 2 East ave. Sec., <b>W. E. Curtis</b> , 253 Canisteo st.	Alternate Tuesdays 7:30 p. m. B. of L. E. hall, 137 Main st.
Horton No. 226. Horton, Kans.	C. C., <b>F. H. Pittenger</b> , box 337. Sec., J. B. York.	Second and Fourth Sundays, 1:00 p. m. Donnelly's hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Claude Champion No. 227, Lincoln, Nebr.	C. C., J. T. Wiesman, 515 No. 13th st. Sec., O. S. Ward, 112 N. Eleventh st. <b>H. H. Prentice</b> , 812 H street.	First and Third Sundays, 2:30 p. m. Red Men's hall, 1519 O st.,
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., L. S. Wells. Sec., G. H. Swinney, box 173.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall.
Nicolls No. 229, Reading, Pa.	C. C., J. W. Scott, 148 Franklin st. Sec., J. M. Bryan, 25 S. Front st.	Third Sunday, 10:00 a. m. Brenner's hall, 8th and Penn sts.
Rome No. 230, Rome, Ga.	C. C., F. F. Starr. Sec., <b>W. E. Russell</b> , L. box 283.	Second and Fourth Sundays, 2:00 p. m. Broad street.
Vicksburg No. 231, Vicksburg, Miss.	C. C., A. J. Howard, care Washington hotel. Sec., A. L. Jaquith, 207 Walnut st.	2d & 4th Sunday, 8:00 p. m. Cor. Washington & Clay sts.
Sioux City No. 232, Sioux City, Ia.	C. C., E. Frazier, 1222 Jennings st. Sec., <b>H. A. Shafer</b> , 1214 8th st.	First and Third Sundays, 2:00 p. m. K. P. hall, s. w. cor. 4th & Nebraska sts.
Bellows Falls No. 233, Bellows Falls, Vt.	C. C., A. G. Carlton, Brattleboro, Vt. Sec., W. H. Kinary, box 935.	Second Sunday, 2:00 p. m.; Fourth Sat urday, 7:30 p. m. G. A. R. hall.
Berkeley No. 234, Martinsburg, W. Va.	C. C., A. R. Martin. Sec., <b>G. V. Rathman</b> , box 108.	Every Monday, 9:00 a. m. Peoples Nat'l Bank bldg.
Freeport No. 235, Freeport, Ill.	C. C., J. McLeod. Sec., <b>F. L. Murphy</b> , 168 Walnut st.	Second and Fourth Sundays, 2:30 p. m. K. of P. hall.
St. Cloud No. 236, St. Cloud, Minn.	C. C., J. H. Work, 125 6th ave. no. Sec., <b>T. J. Kelly</b> , box 216.	Second Mondays, 7:30 p. m.; Fourth Sunday, 2:30 p. m.
Worcester No. 237, Worcester, Mass.	C. C., <b>H. M. Pressey</b> , care B. & A. R. R. Sec., D. W. Parkhurst, Blackstone st. freight office.	Second and Fourth Sundays, 11:00 a. m. Castle hall.
Sheridan No. 238, Chillicothe, Mo.	C. C., Wm. Kelly. Sec., H. S. Earl, L. box 76. <b>F. W. Wheeler</b> .	First and Third Monday, 1:30 p. m. I. O. O. F. hall.
Lexington No. 239, Lexington, Ky.	C. C., A. W. Staley, 611 8th st. Sec., <b>C. H. Petry</b> , L. box 356, Mt. Sterling, Ky.	First and Third Sunday, 2:00 p. m. Odd Fellow's hall.
Hiawatha No. 240, Marquette, Mich.	C. C., J. E. Connell, 135 W. Ridge st. Sec., Sam'l Gibson, 244 Arch st. W. <b>John J. Meehan</b> , 112 Washington st.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
DeSoto No. 241, DeSoto, Mo.	C. C., A. M. Robertson. Sec., <b>A. A. Corneau</b> , lock box 408.	First and Third Sundays, 7:30 p. m. K. of P. hall.
Nipissing No. 242, North Bay, Ont.	C. C., <b>Chris. T. Hoyce</b> , Pacific Hotel. Sec., J. H. Hughes, box 45.	Second and Fourth Wednesday.
Missoula No. 243, Missoula, Mont.	C. C., Wm. Dyson. Sec., M. B. Miles, box 591. <b>Jno. Dowdell</b> .	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244, Colorado Springs, Colo.	C. C., E. C. Heap, 613 So. Nevada ave. Sec., E. J. Woolheater, 621 E. Kiowa st. <b>H. J. Stanley</b> , 621, E. Kiowa st.	Every Thursday, K. of P. hall.
Winfield No. 245, Arkansas City, Kans.	C. C., J. A. Sterling, care Fifth Avenue Hotel. Sec., S. Thorp, 817 South A street.	
John McConiff No. 246, Wymore, Nebr.	C. C., George O. Hockett, lock box 15. Sec., L. E. Pratt.	Second and Fourth Sundays, 2:30 p. m. Odd Fellow's hall.
Fishers Peak No. 247, Trinidad, Colo.	C. C., W. E. Gorman, 425 West Main street. Sec., <b>H. T. Barrett</b> , 811 Nevada ave.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248, Tuscumbia, Ala.	C. C., J. D. Perryman. Sec., J. F. Nolan.	First and Third Sundays, 7:30 p. m. 2d and 4th Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249, Tacoma, Washington.	C. C., T. Brownlee, 611 S. L st. Sec., <b>J. B. W. Johnston</b> , 810 s. G st. Box 976.	Second and Fourth Sundays, 1:30 p. m. 12th st. bet. Pacific av. & A st. Elk's hall
Twin City No. 250, Bristol, Tenn.	C. C., H. D. Millard. Sec., J. S. Akers. <b>W. P. Kerlin</b> .	Second and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251, Pine Bluff, Ark.	C. C., J. R. Kerr. Sec., W. W. Olcott.	
Holy Cross No. 252, Leadville, Colo.	C. C., Wm. Henderson, Aspen, Colo. Sec., D. F. McPherson, box 683. <b>Wm. McDole</b> , 1311 Poplar st.	First and Third Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253, Ashland, Wis.	C. C., J. B. Carlin, 602 Prentice ave. Sec., <b>T. Kennedy</b> , 723 8th ave. west.	Commencing Sept. 14th, 1890. will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254, Frankfort, Ind.	C. C., John W. Daily. Sec., H. J. Hille, 306 W. Morrison st. <b>S. W. Merrill</b> , 350 w. Walnut st.	Meets Second & Fourth Sundays. Old Masonic Hall.
Mountain No. 255, Medicine Hat, N. W. T.	C. C., Wm. Crawford. Sec., <b>T. C. Blatchford</b> .	First and Third Wednesday, 14 o'clock Masonic hall.
San Gabriel No. 256, Taylor, Texas.	C. C., Jas. Anderson. Sec., Ed Dwyer, box 18. <b>G. W. Bartholomew</b> .	Every Sunday 2:00 p. m.
Herington No. 257, Herington, Kans.	C. C., J. Reed. Sec., <b>E. J. Clark</b> , box 394.	2d and 4th Sunday 1:00 p. m. I. O. O. F. hall.
Aberdeen No. 258, Aberdeen, S. Dak.	C. C., B. J. Gilshannon, 303 Nicollet av. E. Sec., J. D. Knox, 323 2d ave. west. <b>Jno. Sheehan</b> .	Second Sunday, 2:00 p. m. I. O. O. F. Hall
Waukesha No. 259, Waukesha, Wis.	C. C., Ira Yantis, 320 Wardrobe avs. Sec., <b>Alonzo Tyler</b> , 310 Grand ave.	1st & 3d Sunday, 2 p. m. Gove's hall, Main st. bet. Clinton st. & Grand av.
Wabash No. 260, Forrest, Ills.	C. C., L. C. Corneau, lock box 36. Sec., E. A. Vahey, lock box 51. ( <b>W. W. Hogle</b> ).	Second and fourth Sundays, 7:00 p. m. K. of P. Hall.
San Luis No. 261, San Luis Potosi, Mex.	C. C., J. F. Wilson. Sec., <b>E. H. Hohne</b> .	Every Thursday in O. R. C. hall. 8:00 p. m.
Red River No. 262, Cleburne, Texas.	C. C., T. Guilfoyle. Sec., W. H. Cummings, lock box 55. <b>W D Davis</b> .	First and third Saturday, 7:30 p. m. 2d & 4th Sunday, 2 p. m. I. O. O. F. Hall

NAME NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Cumberland No. 263, Cumberland, Md.	C. C., D. Lechlitter, 54 Bedford street. Sec., G. J. Schmutz, 41 Decatur street.	Every Sunday, 9:00 a. m. I. O. O. F. Hall.
Raleigh No. 264, Raleigh, N. C.	C. C., D. B. Jones, care R. & D. R. R. Sec., <b>C. B. Guthrie</b> , 411 e. Lee st. Greensboro.	First and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265, Chanute, Kan.	C. C., John C. Ramsey, 1 box 36. Sec., P. Farrell, box 242. <b>Geo. T. Bridges.</b>	1st and 3d Monday, 12:30 p. m. Masonic Hall.
Staked Plains No. 266, Big Spring, Texas.	C. C., A. C. Hobart, 800 N. Stanton st., El Paso, Tex. Sec., H. G. Parry, lock box 30, Baird, Texas.	First and Third Sunday, 2:00 p. m. Hall in Bressie building.
Terminal City No. 267, Vancouver, B. C.	C. C., P. A. Barnhart, box 663. Sec. A. B. Forrest, box 859.	Second Sunday.
Marion No. 268, Marion, Iowa.	C. C., <b>F. M. Howard</b> . Sec., E. B. Sutton.	Second and Fourth Sundays, 3:30 p. m. A. O. U. W. hall.
Border City No. 269, Van Buren, Ark.	C. C., J. H. Logan. Sec., Chas. Adams, box 189. <b>R. S. Harnest.</b>	First, Second, Third and Fourth Sunday, 2:00 p. m. K. of P. hall.
Youngstown No. 270, Youngstown, O.	C. C., J. Morris, 542 George st. Sec., J. W. Hoover, 845 Wilson ave. <b>Geo. Hopper</b> , 525 Crossman ave.	First and Third Sunday 1:00 p. m. B. R. T. hall.
Cape Fear No. 271, Wilmington, N. C.	C. C., W. L. Harlow, cor. market and 3d st. Sec., J. P. Russell 518 Mulberry st. <b>W. L. Beery</b> , care C. C. R'y.	First and Third Sunday, 2:30 p. m. K. P. hall
Montana No. 272, Glasgow, Mont.	C. C., H. J. Gleason. Sec., J. M. Hines.	First and Third Sunday 2:30 p. m.
Dickinson No. 273, Dickinson, N. Dak.	C. C., Geo. Ott. Sec., H. E. Hagerman, box 151. <b>Wm. Gallagher.</b>	Second and fourth Sunday. K. P. Hall.
Kaukauna No. 274, So. Kaukauna, Wis.	C. C., T. W. Armstrong. Sec., John Shaw, box 243. <b>F. H. Pease.</b>	First and Third Sunday, 2:00 p. m. A. O. U. W. hall.
Gaudalupe No. 275, Yoakum, Texas.	C. C., <b>L. L. Hieler</b> , box 166. Sec., E. D. Clark, box 166.	Every Sunday, 1:00 p. m. Engineers' hall
Prairie View No. 276, Goodland, Kas.	C. C., A. E. King. Sec., W. J. Aurand, box 257. <b>Grant Thorp.</b>	
Sanford No. 277, Sanford, Fla.	C. C., W. A. Regan, Bartow, Fla. Sec., C. L. Mosby.	Second and Fourth Sunday.
Dennison No. 278, Dennison, Ohio.	C. C., J. Fletcher, box 26. Sec., <b>M. Reidy</b> , box 26.	Second and fourth Sunday, 7:00 p. m. I. O. O. F. Hall.
Stuart No. 279, Stuart, Iowa.	C. C., W. H. Wilde. Sec., H. G. Nelson, box 39.	Second Monday and Fourth Sunday, 2:00 p. m.
Hope No. 280, Hope, Idaho.	C. C., T. Kilpatrick. Sec., W. J. Pillings, box 39. <b>G W Gunn.</b>	
Glenwood, No. 281, Glenwood, Pa.	C. C., J. T. Ward, B. & O. depot, Pittsburg, Pa. Sec., W. M. Shipley, cor. Renova and Lytle sts. 23d Ward, Pittsburg, Pa. <b>H. L. Traister</b> , 2d ave. 23d ward, Pittsburg, Pa.	First Sunday and Third Monday, 9:30 a. m.
Needles No. 282, Needles, Cal.	C. C., <b>A. M. Rice</b> . Sec., W. H. Mills.	Meet every Thursday, 2:00 p. m., B. L. E. hall.
Marceline Div. No. 283, Marceline, Mo.	C. C., <b>I. O. Wilkinson</b> , 1123 2d st., Ft. Madison, Ia. Sec., H. C. Kenworthy.	
S. A. M. 284, Americus, Ga.	C. C., H. M. Stokes, 303 Furlow st. Sec., S. A. Borders. <b>E. Galbraith</b> , 3 Jackson ave.	
Spokane No. 285, Spokane, Wash.	C. C., J. H. McIntosh, lock box 415. Tekoa, Wash. Sec., <b>C. P. Chamberlain</b> .	Second and Fourth Sunday.
Kakabeka No. 286, Ft. William, Ont.	C. C., W. G. Niblock. Sec., <b>R. McGregor</b> .	Second and fourth Friday.
Obrar No. 287, Albuquerque, N. M.	C. C., S. K. White. Sec., <b>L. W. Roberts</b> , 218 Broadway.	Meet every Sunday in K. P. Hall 2 p m
No. Danville No. 288, No. Danville, Va.	C. C., W. H. Goodman, Sec., <b>J. F. Morton</b> , R. & D. R'y, Danville, Va.	Second and fourth Sunday 2 p m, Steeger hall, Main.
Wheeling No. 289, Wheeling, W. Va.	C. C., I. R. Fowler, box 175. Bridgeport, O. Sec., Wm. Hoffer, box 81, Bridgeport, O. <b>E. S. Eberline</b> , Bellaire, Ohio.	First and third Sunday, 1:30 p m. K. P. Hall 1223 Market St.
Wingo No. 290, Paducah, Ky.	C. C., T. J. Moore, care N. N. & M. V. R'y. Sec., A. G. Owsley, 1018 Jefferson st.	Every Sunday 1:30 p m. Roger's Hall, Broadway.
Morris No. 291, Hoboken, N. J.	C. C., H. H. Hoffman, 112 Third st., Newark, N. J. Sec., <b>W. T. Rundo</b> , box 5, S. Orange, N. J.	2d Monday add 4th Friday, 9:45 a. m. 73 Hudson st.
Deer Lick No. 292, Chicago Junction, Ohio.	C. C., <b>W. H. Budd</b> . Sec., D. E. Hilgartner, box 243.	1st & 3d Sunday, 2:00 p m G. A. R. Hall
Chas. Murray No. 293, Chicago, Ills.	C. C., C. H. Wheeler, 25 N. Campbell ave. Sec., A. L. Fish, 35 Maplewood ave. <b>C. T. Harris</b> , 32 N. Washtenaw ave.	2d Thursday and 4th Monday 2 p m. Dordon hall, 1180 W. Lake st.
Butte No. 294, So. Butte, Mont.	C. C., H. C. Gray. Sec., O. L. Chapman, box 70, Butte City, Mont. <b>Thos. Slessman</b> , Montana Union R'y.	2d & 4th Sunday, 8:00 p m. I. O. O. F. hall,
Snowy Range No. 295, Livingston, Mont.	C. C., A. Loasby. Sec., J. A. Henley. <b>B. S. Robertson.</b>	
LaJunta No. 296, Raton, N. M.	C. C., J. J. Kelly, 1 bx 32. Sec., M. B. Heifner, 1 bx 32.	Every Monday 8:00 p. m. K. P. Hall

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Somerset No. 297, Somerset, Ky.	C. C., F. B. Gray, box 142. Sec., <b>H. T. Welch.</b>	Every Sunday 2:00 p. m.
Champaign No. 298, Champaign, Ills.	C. C., A. Wilson, 601 E. Clark st. Sec., F. Cooper, 110 W. Springfield ave.	Second and Fourth Sundays, 2:30 p. m. G. A. R. hall.
Lima No. 299, Lima, Ohio.	C. C., J. P. Jackson, 728 South Elizabeth. Sec., G. S. Ritter, 642 No. Jackson st. <b>A. M. Johnston</b> , 608 east North st.	Second and fourth Sundays 2:30 p. m.
Dodge City No. 300, Dodge City, Kas.	C. C., J. R. O'Day. Sec., W. M. Riley, lock box 134.	
Seymour No. 301, Seymour, Ind.	C. C., <b>M. C. Whitcomb</b> , box 313. Sec., E. E. Gaskell, box 419.	Second and fourth Sundays 2 p. m. Odd Fellows hall, 2d and Chestnut sts.
LaFayette No. 302, LaFayette, Ind.	C. C., F. B. Rathfor, 159 N. 6th st. Sec., <b>W. A. Brissenden</b> , care Lahr House.	First and third Sunday 2:30 p. m. Cor., 4th and Ferry sts., R. M. Hall.
New Albany No. 303, New Albany, Ind.	C. C., B. H. Brown. Sec., Wm. B. Stamper, 507 Rear Market st. <b>S. M. Mathews</b> , 143 Bank st.	Alternate Mondays.
Pearl River No. 304, Canton, Miss.	C. C., J. W. Rust, Water Valley, Miss. Sec., <b>W. R. Sykes</b> , box 405.	
LaGrande No. 305, LaGrande, Oregon.	C. C., A. P. Nash, box 293. Sec., <b>J. A. Matott</b> , box 148.	First and third Sundays 2 p. m. K. P. Hall.
Bay No. 306, W. Bay City, Mich.	C. C., E. F. Richards. Sec., W. C. McGlone, 307 Dean st. <b>Calvin Campbell</b> , Grayling, Mich.	Second and Fourth Sunday 2 p. m. I. O. O. F. Hall.
Jersey Central No. 307, Jersey City, N. J.	C. C., H. A. Boyd, Matawan, N. J. Sec., <b>O. J. Freeman</b> , 139 Madison st., So. Easton, Pa.	Second Wednesday and 4th Sunday, 10-30 a. m.
Bluff City No. 308, Mt. Carmel, Ills.	C. C., S. C. Fow er. Sec., Chas. Finnell, box 365. <b>B. F. Shively.</b>	First and Third Sunday. Union Hall.
Scottdale Div. No. 309, Scottdale, Pa.	C. C., A. Kuhns. Sec., <b>D. H. Hare</b> , Box 192.	First and third Sundays at 2:00 p. m. in Burns' hall.
Mobile No. 310, Mobile, Ala.	C. C., P. J. Collins. Sec., <b>J. P. Collins</b> , 62 Dauphin st.	First and third Tuesday 2:00 p. m. I. O. O. F. Hall.
New Year No. 311, Way Cross, Ga.	C. C., R. B. Ballard. Sec., G. A. Croom. <b>W. T. Forrester.</b>	Second and Fourth Sunday, 7:30 p. m. B. of L. E. hall.
San Bernardino, No. 312, San Bernardino, Calif.	C. C., F. H. Harmon. Sec., <b>S. M. Harris</b> , 467 H st.	1st and 3d Monday 7:30 p. m. Allen's hall 4th and D sts.
San Xavier No. 313, Tucson, Ariz.	C. C., D. R. Mahoney. Sec., A. E. Carne, box 133. <b>L. W. Locke.</b>	Wednesday 2:00 p. m. - Masonic hall.
Allegheny City, No. 314, Allegheny, Pa.	C. C., T. F. Maloney, 3 Stanton ave. Sec., L. C. Stevenson, 221 Market st. <b>R. F. Brown</b> , 351 Chartiers st.	Second and 4th Sunday, 1 p. m. Washington hall.
Evansville No. 315, Evansville, Ind.	C. C., G. W. Lovejoy, 121 S. 13th st., Terre Haute. Sec., J. N. Frost, 420 Upper 6th st. <b>T. G. Richards</b> , 1207 W Penna st.	
St. Clair Tunnel No. 316, Fort Gratiot, Mich.	C. C., <b>A. W. Loveland</b> , box 32. Sec., A. J. Hemingway, box 147.	Second and Fourth Tuursday 1:30 p. m.
Elm City No. 317, New Haven Conn.	C. C., E. A. Lithgow, 263 Greenwich ave. Sec., <b>C. C. Ross</b> , 21 Orange st.	Second and Fourth Sunday 1 p. m. Masonic Hall.
Asheville No. 318, Asheville, N. C.	C. C., L. E. Perry, care Glen Rock Hotel. Sec., J. S. Woodruff, care Glen Rock hotel.	First and 3d Sundays, 10 a. m.
Central No. 319, Central, S. C.	C. C., F. A. McCorkle. Sec., <b>H. F. Cox.</b>	
Miami Valley, No. 320, Dayton, Ohio.	C. C., P. J. Sweeney, 14 Folkert st. Sec., J. J. White, 1448 Wayne ave.	
Easter No. 321, Springfield, Mo.	C. C., <b>C. H. Hasell</b> , 420 south Grant st. Sec., W. O. Clarkson, 854 n Main st.	First and Third Tuesday, 2:00 p. m. Board of Trade building.
Blue Grass No. 322, Covington, Ky.	C. C., B. L. Smith, Pike and Washington st. Sec., M. D. Felkner, 65 W. 15th st. <b>T. H. Wall</b> , 714 Banklick st.	1st & 3d Sunday. S. E. cor. 7th st. & Madison av.
Sprague, No. 323, Sprague, Wash.	C. C., J. C. Pembroke, Sec., Jesse Huxtable, box 44. <b>J. L. De Force.</b>	Second and Fourth Sunday, 1:30 p. m. Masonic hall.
Bluefield No. 324, Bluefield, W. Va.	C. C., R. N. West. Sec., D. Woodside. <b>A. J. Hearno.</b>	1st Sunday, 10 a. m.; 3d Sunday, 2 p. m. A. F. & A. M. hall.
Grand Junction No. 325, Grand Junction, Colo.	C. C., A. E. Wolf. Sec., <b>Geo. Mason.</b>	Second Thursday and Fourth Sunday, 9:00 a. m. K. of P. H., Main st
New Castle No. 326, Mahoningtown, Pa.	C. C., W. J. McKinley, 351 W. Washington st. New Castle, Pa. Sec., P. Minnehan, care Nickum hotel. New Castle, Pa. <b>W. J. Green</b> , Mahoningtown, Pa.	2d Thursday, 7:00 p. m. & 4th Sunday, 9:00 a. m. Jr. O. W. A. M. hall.
Golden Rule, No. 327, Effingham, Ills.	C. C., F. O. Green. Sec., T. H. Keith. <b>S. S. Smith.</b>	Second and Fourth Sundays 9 a. m.
Potawattamie No. 328, Council Bluffs, Iowa.	C. C., L. Kendall, 622 3d st. Sec., D. J. Gates.	2d & 3d Sunday, 2 p. m. Masonic Temple.
Champion City No. 329, Springfield, Ohio.	C. C., J. J. Fishbaugh. Sec., <b>L. A. Rose</b> , 305 n. Fountain ave.	First and Third Sunday, 2 p. m. K. P. hall, Main st.

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Emporia, No. 330. Emporia, Kas.	C. C., E. A. Maynard, box 1172. Sec., J. W. Lyons, 1 Elm St. <b>E. A. Maynard.</b>	3d & 4th Saturday, 8:00 p. m. Federation hall.
Susquehanna, No. 331. Columbia, Pa.	C. C., C. J. McCarty, 54 Union st. Sec., J. A. Rowan, 34 so. 4th st.	Second and Fourth Sunday, 4 p. m. Fendrich's hall.
Jonesboro, No. 332. Jonesboro, Ark.	C. C., G. L. Clement. Sec. W. C. Huffcutt. <b>W. H. DeFrance.</b>	Second and Third Sunday, 2:00 p. m. Odd Fellows hall.
Renovo, No. 333. Renovo, Pa.	C. C., J. J. Gallagher, box 308. Sec., <b>J. B. Crispin.</b>	Alternate Saturdays, 7:30 p. m.
Avondale, No. 334. Avondale, Ala.	C. C., T. S. Richardson, Anniston, Ala. Sec., A. B. Keyes, 632 ave. G., Birmingham, Ala. <b>W. W. Mitchell.</b>	1st and 3d Sunday 2:00 p. m. Daniel's hall.
Concord, No. 335. Concord, N. H.	C. C., <b>C. H. Conant.</b> Sec., J. T. Woodbury, 12 Pearl st.	1st Sunday in each mo. at 2:00 p. m. K. of P. Hall, Main st.
Duluth Div. No. 336, Duluth, Minn.	C. C., J. C. McGreevey, care D. & I. R. Ry. Sec., Geo. L. Woolen, 213 17th ave. east. <b>Theo. Hannon,</b> Two Harbors, Minn.	Meets first and third Sunday, 10:00 a. m.
Illinois Div. No. 337, Chicago, Ills.	C. C., C. D. Collins, 241 Springfield ave. Sec., Jno. H. Leahy, 174 north Halstead. <b>T. H. McCormick,</b> 155 N. Center ave.	Meets 2d and 4th Sundays at 2:00 p. m. LeGrand Hall.
Eldorado Div. No. 338, Eldorado, Kans.	C. C., F. Stearns, lock box 626. Sec., D. P. Moran, box 664. <b>Lee Orr</b>	Meets alternate Mondays com. Nov. 7, 1892, at 4:00 p. m. A. O. U. W. Hall.
Washington Div. No. 339. Washington, Ind.	C. C., W. J. Clark, box 384. Sec., <b>W. B. Hollis.</b>	Second and Fourth Sunday 9:00 p. m. Red Men's Hall.
Div. 340. Gladstone, Mich.		
Canadawaran Div. No. 341 Norwich, N. Y.	C. C., C. T. King, 25 Birdsall st. Sec., A. B. Young, 46 Mitchell st.	Meets Fourth Sunday 7:00 p. m. I. O. O. F. Hall.
Overland Div. No. 342. Junction City, Kas.	C. C., Sec., A. D. King.	
Div. No. 343. Fairbury, Neb.		
Div. No. 344. York, Ont.		
Div. No. 345. Toronto Junction, Ont.		
Div. No. 346. Babcock, Wis.		

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NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Bethlehem, No. 1. Cleveland, Ohio.	President—Mrs. C. P. Hodges, 5 Fairfield st. Secretary—Mrs. J. W. Scanlon, 50 Fairfield st.	2d and 4th Thursday 2:30 p. m. Room 212 City Hall.
Loyalty Division No. 2. Creston, Iowa.	President—Mrs. K. Holderness. Secretary—G. M. Loughridge.	First and third Saturdays, 2:30 p. m. Potter Post Hall, E. Montgomery St.
Capital City Div. No. 3. Columbus, O.	President—Mrs. Jas. Brown, 22 E. Goodale st. Secretary—Mrs. G. Fox, West Town st.	Second and fourth Thursdays, 2:30 p. m. I. O. O. F. hall, South High street
Andrews Div. No. 4. Elkhart, Ind.	President—Mrs. O. W. Wells. Secretary—Mrs. A. W. Brown, 313 Jefferson st.	2d & 4th Friday, 2:30 p. m. Odd Fellows' Temple.
Erickson Div. No. 5. Philadelphia, Pa.	President—Mrs. B. F. Wiltse, 3822 Fairmount av. Secretary—Mrs. C. L. Springer, 803 N. 26th st.	Alternate Wednesdays, 2:30 p. m. Early's hall, 1321 Arch street.
Banner Div. No. 6. Toledo, Ohio.	President—Mrs. Jas. Moore, 423 Langdon st. Secretary—Mrs. J. Powers, 1405 Indiana av.	First and third Fridays, 2:30 p. m. I. O. O. F. Temple, Jefferson & Erie sts.
Newark Div. No. 7. Newark, Ohio.	President—Mrs. J. Doyle, 128 Vallandigham st. Secretary—Mrs. M. Shafer.	Second and fourth Fridays, 2:30 p. m. Miller's hall
Eastern Star Div. No. 8. Sunbury, Pa.	President—Mrs. Robert Kline. Secretary—Mrs. J. B. Vandyke.	Second and 4th Wednesday, 2:30 p. m. Snyder's Hall E. Market st.
New Jersey Division No. 9. Camden, N. J.	President—Mrs. Ella Elms. Secretary—Mrs. M. A. Thorn, 423 Trenton st.	Alternate Tuesdays, 2:30 p. m. O. R. C. Hall, Fourth and Market sts.
Easter Lily Div. No. 10. Frankfort, Ind.	President—Mrs. Wm. Busing. Secretary—Mrs. J. Hillie, 306 W. Morrison st.	Second and Fourth Wednesday, O. R. C. rooms on Main st., 2:30 p. m.
St. Louis Div. No. 11. St. Louis, Mo.	President—Mrs. Joseph Flory, 2018 Oregon ave. Secretary—Mrs. F. D. Hartel, 1780 A Miss. ave.	First and third Thursdays, 2:30 p. m. Anchor Hall, cor. Park and Jefferson.
Autumn Leaf Div. No. 12. Bellevue, Ohio.	President—Mrs. C. E. Burgess Secretary—Mrs. F. M. Nye.	Meet alternate Fridays, 2:30 p. m. K. of P. Hall.
DeSoto Div. No. 13. DeSoto, Mo.	President—Mrs. Ella M. Kelly. Secretary—Mrs. A. A. Corneau.	Meets 1st and 3d Fridays, 3:30 p. m. P. of P. Hall.
Enterprise Div. No. 14. Ottumwa, Iowa.	President—Mrs. J. W. Yetts, 709 E. Main st. Secretary—Mrs. J. O. West, 1015 Locust st.	2d & 4th Tuesday, 2:30 p. m. K. of P. hall, Main and Green sts.
Galesburg Div. No. 15. Galesburg, Ill.	President—Mrs. D. S. Hecker, 231 W. North st. Secretary—Mrs. C. E. Smith, 708 E. Brooks st.	2d & 4th Tuesdays, 2:30 p. m.
Erie Div. No. 16. Huntington, Ind.	President—Mrs. J. Creamer. Secretary—Mrs. A. B. Spach.	2d & 4th Wednesday.
Benevolent Div. No. 17. St. Joseph, Mo.	President—Mrs. J. E. Kimball, 1102 N. 6th st. Secretary—Mrs. E. N. Foote, 1204 S. 9th st.	2d & 4th Wednesday, 2:30 p. m. O. R. C. hall.
Leap Year Div. No. 18. Andrews, Ind.	President—Mrs. F. W. Wells. Secretary—Mrs. L. C. Gunn.	Meets 2d and 4th Thursdays. B. of L. E. Hall.
Excelsior Div. No. 19. Des Moines, Ia.	President—Mrs. O. T. Johnson, 712 19th st. Secretary—Mrs. E. W. Agnew, 1433 n 5th st.	2d and 4th Wednesday. Continental building
Springer Div. No. 20. Wilkes Barre, Pa.	President—Mrs. L. Winder. Secretary—Mrs. J. H. Keithline, 235 South st.	1st and 3d Wednesday. Ousterhout Building.
Golden Rule Div. No. 21. Oneonta, N. Y.	President—Mrs. J. E. Baldwin. Secretary—Mrs. W. C. Gurney.	1st and 3d Wednesdays, 2:00 p. m. Odd Fellows Hall.
Friendship Div. No. 22. Butler, Ind.	President—Mrs. Cash Yard. Secretary—Mrs. A. D. Wells.	1st and 3d Thursdays, 2:30 p. m. O. R. C. Hall
Denver Div. No. 23. Denver, Colo.	President—Mrs. J. S. Kissick. Secretary—Mrs. J. J. Bresnahan, No. 2712.	Second and Fourth Friday,
Pikes Peak Div. No. 24. Colorado Springs, Col.		
Myrtle Div. No. 25. Chicago Junction, O.	President—Mrs. C. A. Cross. Secretary—Mrs. D. E. Hilgartner, p. o. box 243.	First and Third Thursdays in G. A. R. Hall, 2 p. m.
Aura Div. No. 26. Cullinwood, O.	President—Mrs. L. C. Arthur. Secretary—Mrs. G. B. Carmer.	First and Third Thursday.

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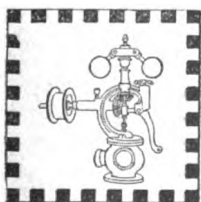
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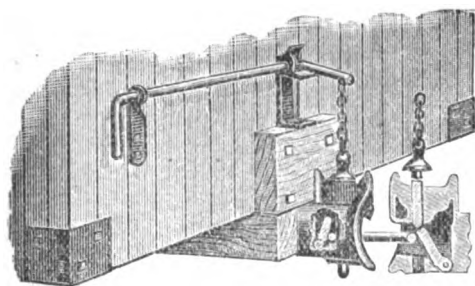
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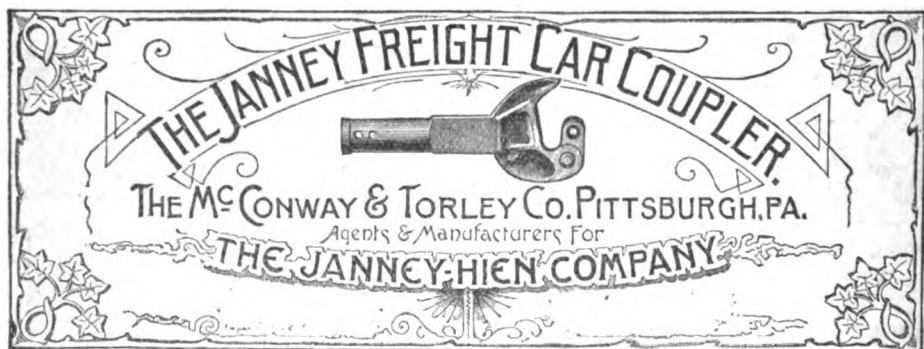
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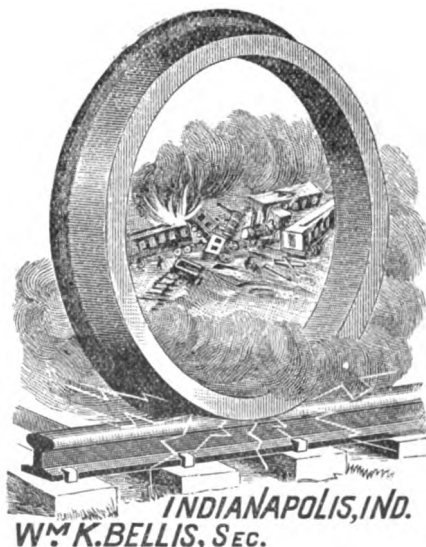
*Indianapolis,*

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*Indiana.*

— **OFTEN BECOMES** —

The  
Wheel  
of  
Progress.



The  
Wheel  
of  
Misfortune.

SAMUEL HARMON, passenger conductor on the C. H. & S. R'y, lost one of his legs by falling under the wheels, on March 21, last. He was insured with the RAILWAY OFFICIALS AND EMPLOYEES ACCIDENT ASSOCIATION of Indianapolis for \$5000, and on March 25, upon receipt of the news, a draft for \$2500 was sent to Superintendent H. O. Pond to be delivered to Conductor Harmon, this being HALF THE FACE OF HIS POLICY, to which he was entitled for the loss of one arm or one leg.

**WHILE WE LIVE.**

Not long ago two men were killed on the Denver & Rio Grande railroad. They were both insured in the Railway Officials' and Employees' Accident Association, of Indianapolis, Indiana. A night message was sent to W. K. Bellis Jan. 26th, received 27th, notifying him of the death of O. H. Cutler, and immediately, on receipt of the same, he wired a funeral benefit to the widow in care of W. A. Duel, superintendent of the Denver & Rio Grande railway, Pueblo, Colorado. And the same day a draft for the balance was mailed to R. L. Willard, their agent at Denver, to hand to the widow.

Brakeman Ralph St. died in the Salida hospital on the morning of February 1, from injuries sustained in a wreck a week earlier; and his remains were shipped to North Platte, Nebraska. Mrs. States, his widow, was met at the depot by R. L. Willard, and the funeral benefit, \$250.00 handed her at 5:45 p. m. same day he died, Willard having received same by wire from Indianapolis, through the First National Bank of Denver, in three hours from the time the message was sent.—From the Western Railway, March, 1891

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Brows,

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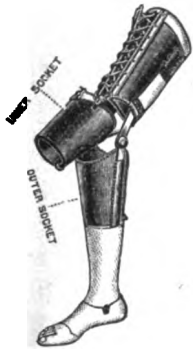
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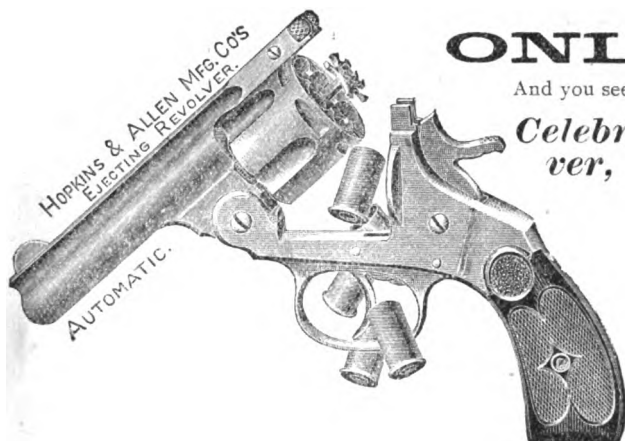
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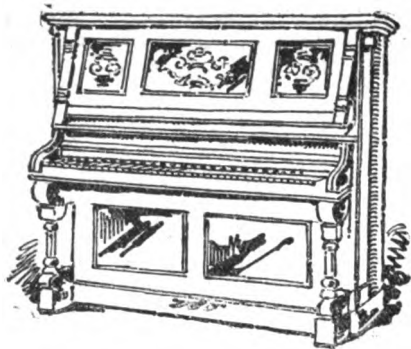
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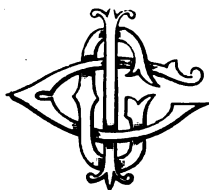
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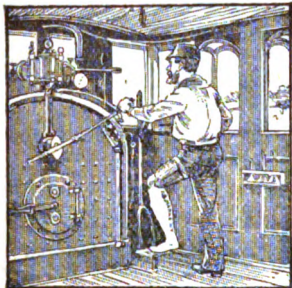
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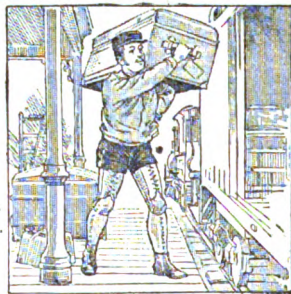
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No. 12.

DEC., 1893.



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THE

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## ••CONTENTS••

Miscellaneous.....	495
Editorial.....	513
Fraternal.....	527
Ladies.....	531
Railroads.....	533
Exchanges.....	536
Legal.....	539
Mentions.....	541
Obituary.....	546

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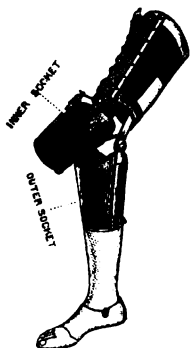
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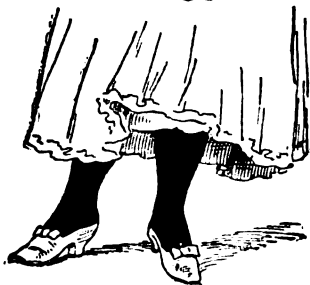
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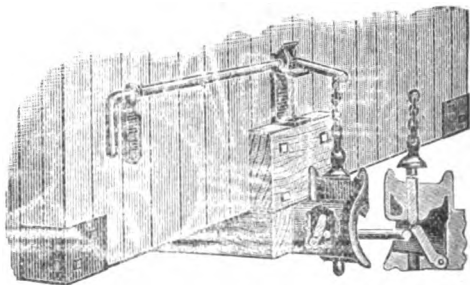
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## Buffalo Lithia Springs and Hot Springs : . :

In Uric Acid Diathesis, Gout, Rheumatism; Bright's Disease  
and Calculi.

DR. ALGERNON S. GARNETT, Surgeon (retired) U. S. Navy, resident physician, Hot Springs, Ark., says:—"My experience in the use of BUFFALO LITHIA WATER is limited to the treatment of Gout, Rheumatism, and that hybrid disease, 'Rheumatic Gout' (so-called) which is in contradistinction to the Rheumatoid Arthritis of Garrod.

"I have had excellent results from this Water in these affections, both in my own person and in the treatment of patients for whom I have prescribed it. Of course the remedial agent is its contained Alkalies and their solvent properties.

"Hence it is a prophylactic as well as a remedy in Neprectic Colic and forming Calculi, when due to a redundancy of Lithic Acid."

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"I feel no hesitancy whatever in saying that in Gout, Rheumatic Gout, Rheumatism, Stone in the Bladder, and in all diseases of Uric Acid Diathesis, I know of no remedy at all comparable to BUFFALO LITHIA WATER.

"Its effects are marked in causing a disappearance of Albumen from the urine. In a single case of Bright's Disease of the Kidneys I witnessed decided beneficial results from its use, and from its action in this case I should have great confidence in it as a remedy in certain stages of this disease."

THE LATE DR. WM. F. CARRINGTON, Resident Physician, Hot Springs, Ark., Surgeon (retired) U. S. Navy, says:—BUFFALO LITHIA WATER, Spring No. 2, has signally demonstrated its remedial power in Gout, Rheumatic Gout, Rheumatism, Uric Acid Gravel, and other maladies dependent upon the Uric Acid Diathesis.

"It not only eliminates from the blood the deleterious agent before it crystalizes, but dissolves it in the form of Calculi, at least to a size that renders its passage along its ureters and urethra comparatively easy. Send twenty cases No. 2."

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Water for sale by all Druggists. Pamphlets sent to any address.

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**BUFFALO LITHIA SPRINGS, - VIRGINIA.**

**Assets Over \$200,000, December 31, 1890.**

**LIABILITIES NONE.**

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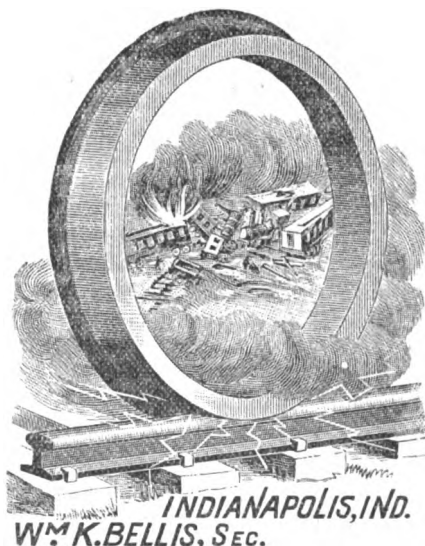
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OFFICIALS AND EMPLOYEES'  
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**OFTEN BECOMES**

**The  
Wheel  
of  
Progress.**



**The  
Wheel  
of  
Misfortune.**

SAMUEL HARMON, passenger conductor on the C. H. & S. R'y. lost one of his legs by falling under the wheels, on March 21, last. He was insured with the RAILWAY OFFICIALS and EMPLOYEES ACCIDENT ASSOCIATION of Indianapolis for \$5000, and on March 25, upon receipt of the news, a draft for \$2500 was sent to Superintendent H. O. Pond to be delivered to Conductor Harmon, this being HALF THE FACE OF HIS POLICY, to which he was entitled for the loss of one arm or one leg.

**WHILE WE LIVE.**

Not long ago two men were killed on the Denver & Rio Grande railroad. They were both insured in the Railway Officials' and Employes' Accident Association, of Indianapolis, Indiana. A night message was sent to W. K. Bellis Jan. 26th, received 27th, notifying him of the death of O. H. Cutler, and immediately, on receipt of the same, he wired a funeral benefit to the widow in care of W. A. Duell, superintendent of the Denver & Rio Grande railway, Pueblo, Colorado. And the same day a draft for the balance was mailed to R. L. Willard, their agent at Denver, to hand to the widow.

Brakeman Ralph States died in the Saluda hospital on the morning of February 1, from injuries sustained in a wreck a week earlier; and his remains were shipped to North Platte, Nebraska. Mrs. States, his widow, was met at the depot by R. L. Willard, and the funeral benefit, \$250.00 handed her at 5:15 p. m. same day he died, Willard having received same by wire from Indianapolis, through the First National Bank of Denver, in three hours from the time the message was sent.—From the Western Railway, March, 1891

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THE CURE FOR CATARRH OF THE NOSE  
GIVES RELIEF AT ONCE FOR COLD IN HEAD.  
Apply into the Nostrils.—It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.

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**Our Magic Remedy** Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphilene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

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**\$100** A Mortgage Gold Payment Bond.  
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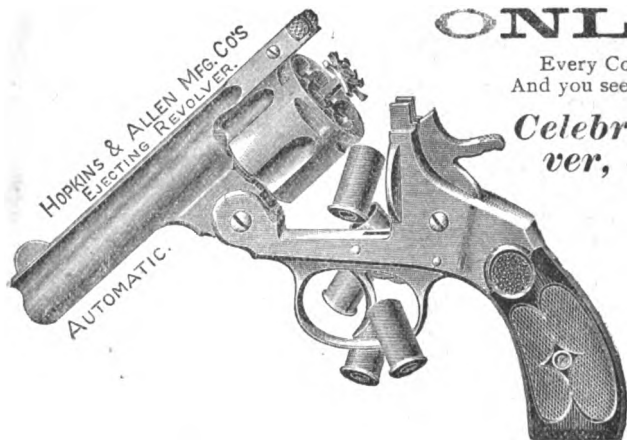


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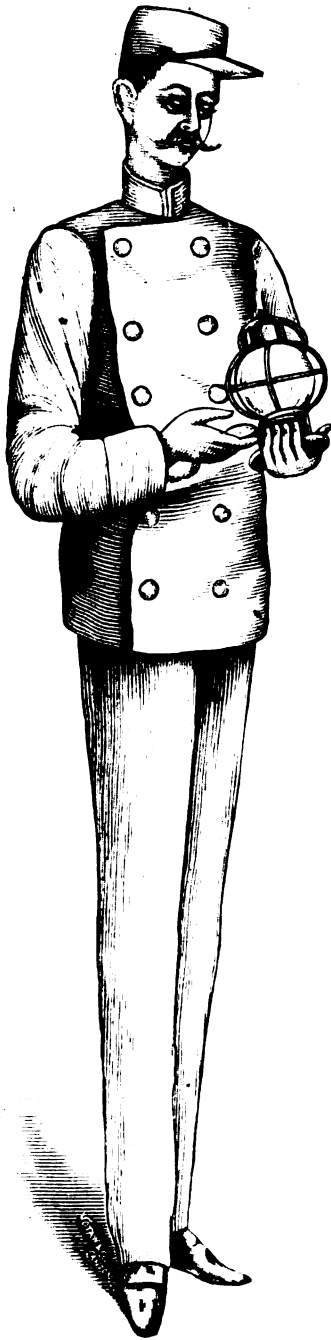
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